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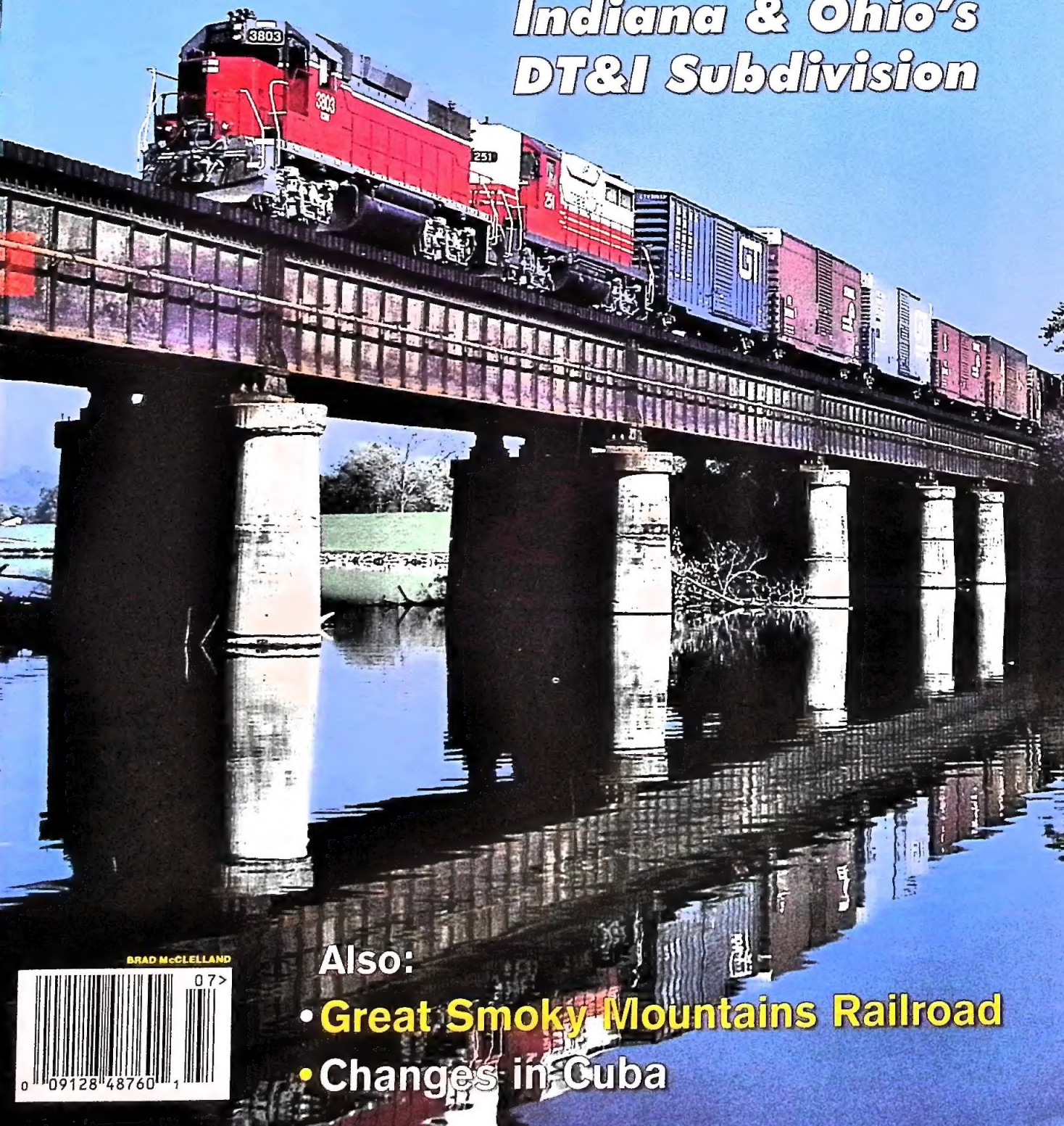

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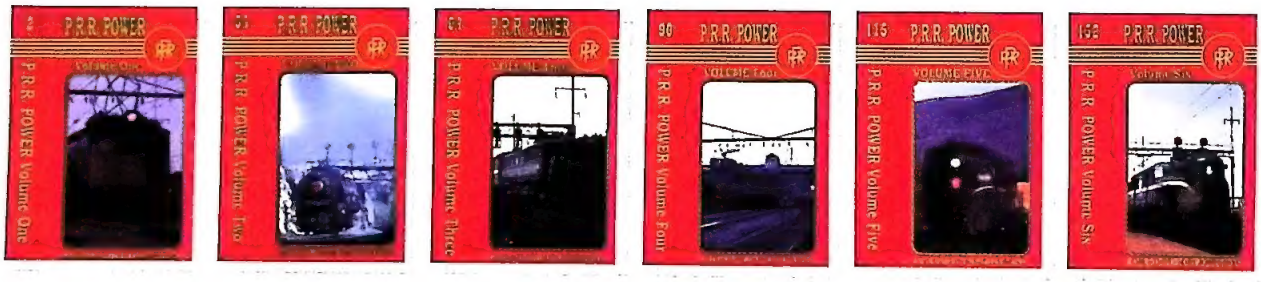

P.R.R. POWER VOLUME 1
P.R.R. Power, shot between 1937 and 1979, features the famous Pennsylvania Railroad GG-1 electric engine in action from her early days on the Pennsy to her last days in service with New Jersey Transit. Included are run-bys between New York, Washington, D.C. and Harrisburg as well as "Head-End" cab shots. Other P.R.R. engines and trains seen in action include D-16sb, K4, B-1, P-5, P-5A, E-44, MP-54, MP-85, AS-6, AS-10, BS-24, BS-12, BP-60A, EP-20, AF-15, EF-36 and more.

P.R.R. POWER VOLUME 2
This program features the steam fleet of the Pennsylvania Railroad between 1945 and 1956 in action packed run-bys and yard and shifting operations at locations including South Amboy, Philadelphia, Camden, Altoona, Baltimore, Harrisburg and more. Many engine types are featured including K-4, M-1, L-1, H, J-1, T-1 and H-9. Color- Sound- 1 Hour

P.R.R. POWER VOLUME 3
This program will take you on a trackside tour of the Pennsylvania Railroad as it appeared between 1930 and 1968 at many locations including Newark, Trenton, Philadelphia, Paoli, Morrisville, Lancaster, Landisville, Enola, Harrisburg, Altoona and more. Steam, diesel and electric motive power are featured with a close up look at T-1 construction and testing at Altoona, PA. Color- Black & White- Sound- 1 Hour

P.R.R. POWER VOLUME 4
This program features many run-bys of P.R.R. steam, first generation diesels and electrics, as well as wreck scenes including the "Red Arrow" west of Altoona in 1947. Also featured are the P.R.R. produced movies "Wheels of Steel" and "The Congressional". You will hear an actual recording of P.R.R. Block Operators and Train Dispatchers at work on March 23, 1965, as well as the Pennsy song "Don't Stand Me Still" on while viewing the final run-bys. Color- Black & White- Sound- 1 Hour

P.R.R. POWER VOLUME 5
This program begins with a P.R.R. safety film "Trains, Tracks and Safety Facts" circa 1955. The balance of the program is 8mm film of the Pennsy at locations including: Cliffwood, Point Pleasant, Bay Head, Matasquan, So. Amboy, Bellwood, Millerstown, Altoona, Shamokin, Sunbury, Duncannon, Holidaysburg, Horseshoe Curve, Enola and Lewistown as well as many intermediate locations. Power represented includes K-4, M-1, J-1, L-1, H-1, T-1, H-9 and more. Color- Sound- 1 Hour

P.R.R. POWER VOLUME 6
This tape features non-stop run-by and in-cab action of the P.R.R., the Long Island Rail Road and the Hudson & Manhattan Railroad (these two railroads were both owned by the Pennsy) at many locations in New York and New Jersey and shots at 30th Street Station in Philadelphia, PA. Black & White- Sound- 1 Hour

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RAILFAN & RAILROAD®

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on the cover

Running on trackage rights over Norfolk Southern's former Conrail Cincinnati Line, Indiana & Ohio DT&I Subdivision train No.260 crosses the Great Miami River in Miamisburg, Ohio, on October 11, 1998. Explore the wealth of railfan opportunities on the DT&I starting on page 36. Photograph by Brad McClelland.

Publisher's Desk

The Evolution of Rail Photography II

ONE OF MY FIRST Speed Graphic 4×5 negatives was of a Long Island G5s 4-6-0 with a somewhat low sun capturing all the undercarriage detail with virtually no shadow. A beautiful photo, but really just a good record shot. After getting a shot like that, try and find the same engine with a train, on a curve or a curved trestle, from an up or down view, belching a good plume of black smoke and/or white steam against a clear blue sky with snow covered mountains bringing up the rear. You can't find a G5s to photograph? Substitute one of those new SD70MAC units, a Dash9-P42B, a F59PHI or a less glamorous GP9.

If you've learned your basic camera techniques, such as never shooting into the sun, shooting only when there is bright sun, and using fast enough shutter speeds to stop motion, you might be ready to ignore all the rules on occasion and come up with photos that are unusual and different. Once you've learned the basic rules, you'll get to know when you can bend or break the rules with spectacular effect.

I've stopped counting the number of times I've seen people at ball games or other big events shooting flash pictures hundreds of feet from the subject. Unless they have fast film and a reasonably fast lens, they will end up with a very thin negative or very dark slide. For the rail photographer, there are times when outdoor flash can serve to fill in those shadow blocked detail areas where you'd like to see the detail. Check your flash gun or camera guide book and keep in mind the distance from camera to subject and the film and shutter speeds. And you might want to shoot several photos, bracketing your exposures. One will probably come out as you like it.

Many of today's 35mm cameras come loaded with more options and gadgets than we could ever hope to remember how to use. When shooting action photography nothing is more exasperating than to discover your camera is at the wrong setting just as the *Orient Express* is rounding the curve into view and will be out of sight before you can set things right. Your camera dealer can steer you straight on what might be the best camera for you. You might not need the top of the line camera, but a good lens is a must. A lighter, smaller size camera might be handier when traveling. I remember once, when taking some photo courses under the late Hans Kaden FPSA, that he used an ancient Leica which he kept in good repair. He knew what the camera could (and couldn't) do, and he had faith in its capabilities. He never did trade it in on a newer camera model with all the fancy automatic doodads. He didn't need them. He knew his craft, which was photography.

B&O Thunder in the Alleghenies

We've had many requests to reprint Deane Mellander's classic *B&O Thunder in the Alleghenies* and it should be off press about the time you read this. The book covers the Cumberland Division and the eastern portion of the Pittsburgh Division in the last glory days of steam with the great streamlined *Cincinnatian*, husky giant EM-1 and other articulated power and a variety of other B&O steam.

Mellander has amassed these vintage photos from Bill Price, Bob Collins, Jim Shaughnessy, Ted Gleichmann, R.H. Kindig and other top rail photographers. Nor are diesels forgotten. The B&O was an early user of diesel power by EMD, Alco, Baldwin and FM. There's even a Baldwin Centipede demonstrator, although the road never bought them. Available at your favorite hobby shop, selected book stores or direct from the publisher. (Carstens C-97 $14.95. New Jersey residents include state sales tax and Canadians include GST.)

RAILFAN & RAILROAD

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Publisher *Harold H. Carstens*

Managing Editor *E. Steven Barry*

Associate Editor *George W. Fletcher*

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Advertising Secretary *Mary Ann Lengle*

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Shipping Manager *John Loux*

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traintapes
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HOT SPOTS 1 Blue Island, Illinois, one of Chicago's Hottest Hot Spots, is the place tracks from CSX, GT and IHB meet. Power from Conrail, CSX, CN, CP, GT, BN, SF, SP, BNSF, IHB, IAIS, UP, CNW and a variety of lease units make for some colorful railroading. Power from switchers to GP9's, SD20's to SD75's, C36's to AC60's, loads of variety. 11 hours and 47 train movements, not counting METRA on the old Rock Island. **90 minutes HOT1 $24.95**

HOT SPOTS 2 Berea, Ohio is the point that CSX's Columbus line and NS's Chicago line meet, just to the south of Cleveland. Power is divided pretty evenly between CSX, NS and former Conrail units, plus some run-through power. With 50 movements in 12 hours, this can be a busy place. **60 minutes HOT2 $19.95**

HOT SPOTS 3 Rosenberg, Texas is located some 35 miles sw of Houston. BNSF's line from Galveston and Houston to Fort Worth crosses UP's former SP Sunset Route. Rosenbergs Tower 17 is one of the last two operating towers in Texas still in its original building, and we were fortunate enough to get a look inside. Both UP & BNSF have a small yard at Rosenberg, and run locals. **85 minutes HOT3 $24.95**

HOT SPOTS 4 Bellevue, Ohio is one of NS's busiest yards, with 3 major routes leading into the west end of the yard. Taped on a sunny, frigid day in February, 2000, with some lovely late afternoon light. Power is just about everything NS owns, some Conrail, and visits from the Wheeling and Lake Erie, CN and leased power. **Approx 85 mins HOT4 $24.95**

STACKS & SEMAPHORES
SP's, now UP's, Tucumcari line, one of the few places left that you can find any concentration of Style B lower quadrant semaphore signals. We concentrated on the area around Coyote, Carrizozo and Polly, where most of the signals are, catching them going up and down. This was taken just after the merger, there is not too much sign of UP yet. One of our favorites, it's different. **80 MINUTES STSE $29.95**

PLANETAPES #1 PHOENIX SKY HARBOR 2000.
Sky Harbor is the busiest two runway airport in the world, and an America West hub. In your face, non stop action, including six of AW's specially painted B757's, close up's of Northwest's big old DC10's, multiple takeoffs and landings, taxiing aircraft, a BA B747, and an ANG KC135
2 hrs PHX $29.95 Free shipping USA & Canada

EAST BROAD TOP FALL SPECTACULAR
What an absolutely fabulous place the EBT is. One of the things we enjoyed most was being able to wander around the shop complex and just soak up the atmosphere and imagine how it must have been in it's heyday. Largly unspoiled and unchanged in decades, with four narrow guage Mikes in steam over the Fall Spectacular weekend, it was a real treat to see and experience. The EBT runs passenger and freight trains for two glorious days. **90 MINUTES EBTS $29.95**

SUPERCAB
In "Supercab" we take a look at the development of the Supercab locomotive, from the industry standard SD40-2 and C30-7 locomotives of the '70's, the GP40-2 "Canadian" cab that started it, to the SD60M & C40-8W, the first US Supercabs, through the high tech SD90MAC and AC6000CW of today. **1 HOUR SUPE $22.95**

"a splendid parade of diesel action and a wide range of scenic settings... as a primer for third, fourth and subsequent generations of US diesel power it makes very interesting viewing, and the quality of the visuals that are presented cannot be faulted" Continental Modeler.

All pictures are video frames from the respective programs.

TRACKSIDE #2 is a magazine format program, and in this issue #2 you can see a late afternoon and evenings worth of action at Joliet, Illinois, south of Chicago on BNSF's main line. Amtrak and Metra (F40PH's and "Winnebago's") and an Iowa Interstate train with geeps make for diverse action. Next is Fall action on CSX's famed Sand Patch Grade where a couple of Chessie painted units show up. The final section of the program is the Livonia, Avon and Lakeville on a glorious September 1999 morning. We chased the train, led by a C424 and a C425 with an RS1 on the rear to bring you some super Alco action. **85 minutes TSD2 $24.95**

TRACKSIDE #1
In this first volumes, we take a look at a number of interesting operations. All new footage.
Winter on the St. Lawrence & Atlantic. Yellow geeps in the snow.
Steam over Mount Washington - The Cog. New England's highest mountain hosts these little home-made tea kettles. Fun show.
The Bridges of Abo Canyon. BNSF in this scenic New Mexico location
Aberdeen & Rockfish. A geep puts on a show in the Pine woods of North Carolina.
Aberdeen, Carolina & Western. 3 geeps on some shaky tracks in NC.
Steam on the Black River & Western. NJ tourist train, including a cab ride.
CP GP9's on Guilford. The start up of Guilfords short lived CP intermodal train.
Erie's 19th Street. NS on street trackage in Erie, PA.
Contributor- Bob Sechler on the Monongahela. Noted PA photographer looks for coal trains on the Monongahela.
90 MINUTES TSD1 $24.94

CONRAIL'S CHICAGO LINE

Vol. 1 - Buffalo to Syracuse
We cover Conrail's busy Chicago Line from Frontier Yard in Buffalo to De Witt Yard in Syracuse. UP, SP & NS run through power together with just about everything Conrail owns. **CCL1 TWO HOURS $29.95**

Vol. 2 - Albany to Syracuse
The Chicago Line from Selkirk to De Witt. Run through power from CN, UP, ST, NS, & CSX as well as just about everything Conrail owns. **TWO HOURS CCL2 $29.95**

Vol. 3 - Buffalo to Berea
Starting at the hulk of Buffalo Union terminal, with CR, CP & NS power to Berea, near Cleveland, the busiest spot on the system. The last 30 minutes of the tape show a typical days action at Berea, between sunrise and sunset. **TWO HOURS CCL3 $29.95**

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MINE TRAM

COLORADO'S OVERLOOKED ELECTRIC RAILROAD

by
Walter Weart

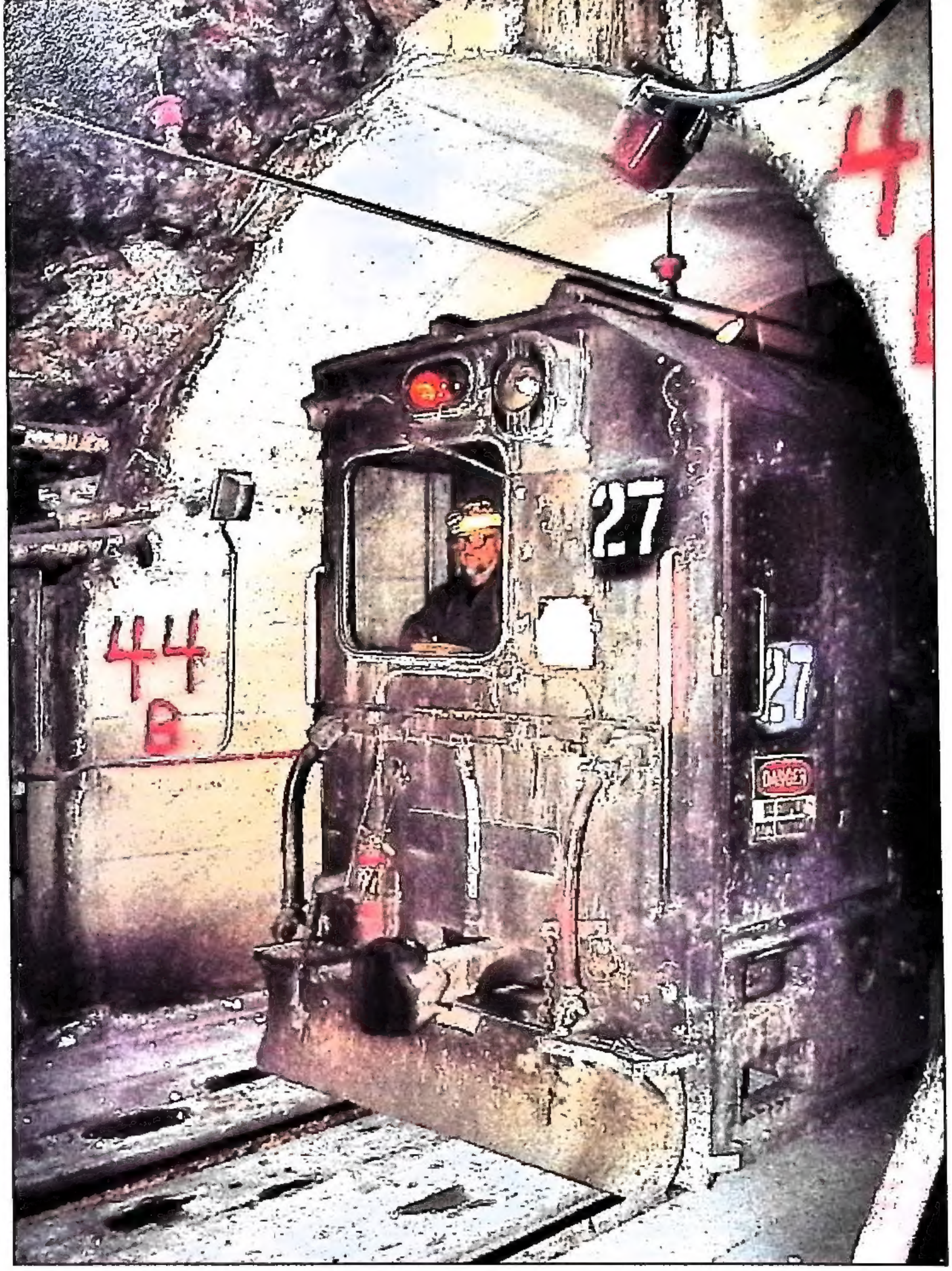
THE LAST RUN of the Henderson Mine railroad took place on July 30, 1999, marking the end of a little known but unique industrial line. The Henderson had one of the longest rail tunnels in world, and only its remote location in the Rocky Mountains kept it out of the spotlight. This heavy haul, electrically-powered railroad transported more than 150 million tons of ore during its 23-year life. It has since been replaced with the world's longest conveyor belt operation, but not before achieving some remarkable statistics.

The Climax Molybdenum Company, operator of the Henderson mine and part of Phelps Dodge Company, was chartered to develop the deposit of molybdenum which was discovered in 1964. The ore body is located inside Red Mountain near Empire, Colorado, about 50 miles west of Denver.

Molybdenum, or "moly" as is it more commonly called, is a basic ingredient in certain types of steel and automotive airbags, a smoke retardant in plastics and fibers and is used as a catalyst in oil refining. Development of the deposit began in 1970 and, by 1976, production had started with the mountain laterally mined from the top down and the inside out. The initial work was at the 8100-foot level and it, along with the now exhausted 7700-foot level, were served by the mine train operation (the levels of elevation are based on sea level).

The rail line was the engineer's answer to the question of how to move molybdenum ore from a mine inside Red Mountain to a processing mill about 14 miles away on the other side of the Continental Divide. Given the tonnage to be moved and distance to be covered, a railroad was the only real answer. The rail operation required a 9.8-mile tunnel under the Continental Divide, longer than either the BNSF's Cascade tunnel or the Union Pacific's Moffat tunnel. One source ranks the

LOKEY 21 LEADS A LOADED ORE TRAIN out of the nine-mile tunnel of the Henderson Mine on its journey to the crusher (top). Part of the conveyor belt that replaced the railroad is under construction along the tracks. The loop wire for the remote control system can be seen between the rails of the inbound track. Molybdenum ore is dumped into rail cars from ore pockets (above). The cover is dropped down and the train moves slowly under the pocket while the ore is flow-loaded. The panel on the right is to deflect ore back into the cars.



IN THE NARROW CONFINES OF THE MINE, Lokey 21 enters the loading area (right)**. The numbers on the wall indicate the loading bin number. The railroad is controlled from an operations center near the mine face. Inside the center is a control panel that covers the entire route from the loading area to the crusher** (below)**. The panel features train indication lights and an expression of pride in the Denver Broncos.**

Henderson tunnel as 10th longest in the world.

Once the decision was made to build the railroad, selection of power and equipment was next. With a nine-mile tunnel, diesel power was not practical without using an expensive ventilation system. The density of train operation also made diesels undesirable since the trains would be manned and the fumes would have been dangerous.

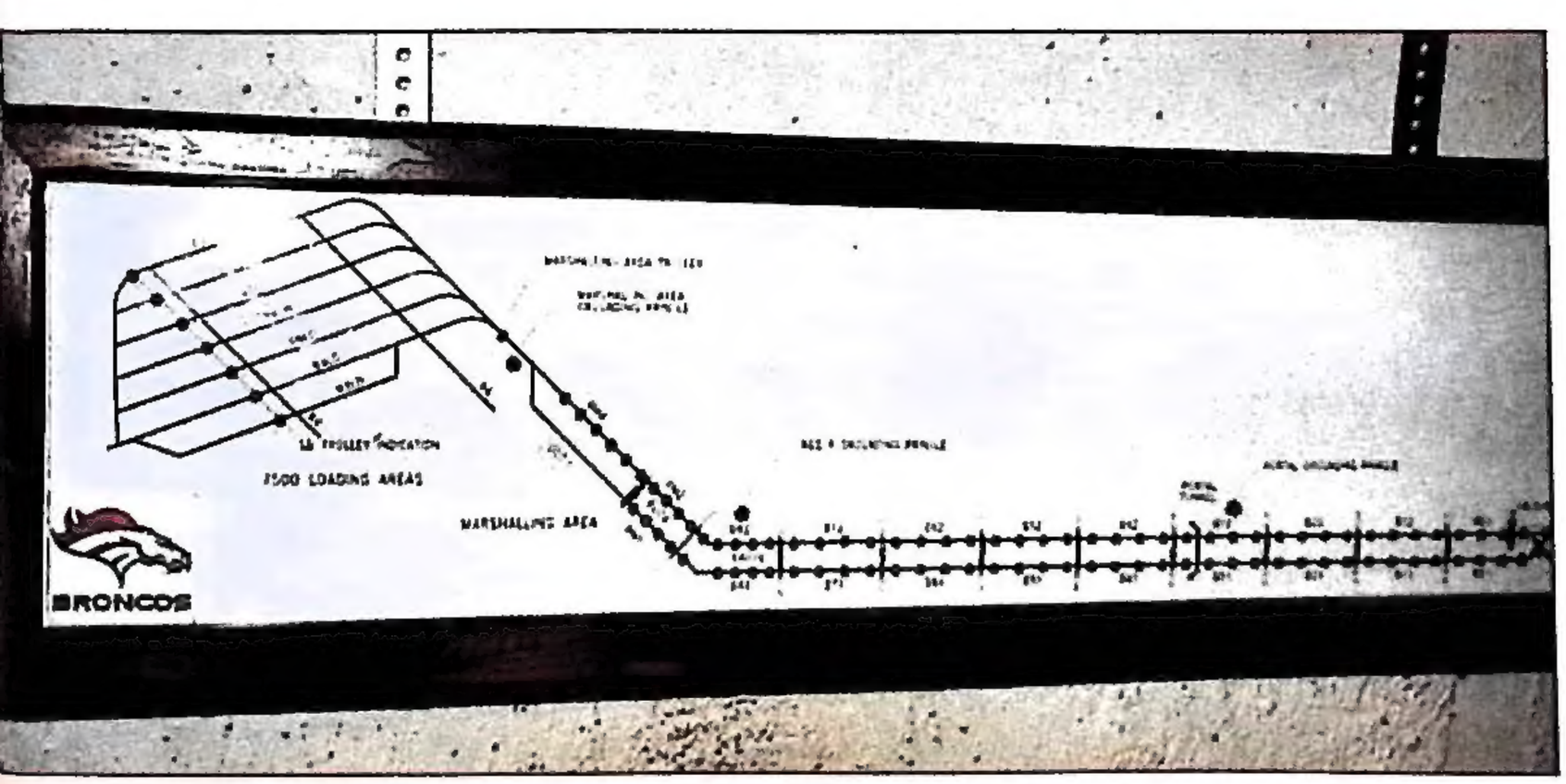
Sweden's ASEA was chosen to supply 32 electric engines, or "lokeys" as they are called by the Henderson personnel. Each lokey weighed 55 tons and rode on two axles. The technology was based on the rail equipment used in Europe, and the gauge chosen was 42-inch, similar to that of many European lines. Catenary-style overhead wire was used and the engines were dual voltage, operating on both 1400 volts and 600 d.c. volts. For safety reasons, given the close clearances inside the mine, voltage in the loading areas was limited to 600. The trains used disc type air brakes along with dynamic braking, a common feature on electric operations.

Henderson also rostered three small diesels which were used for work trains, as well as for movements over a small amount of non-electrified trackage. One of these was retained for as-needed maintenance after the electric operation was shut down. The new conveyor is bolted to the outbound track and the inbound track is retained in the tunnel for maintenance purposes.

Approximately 250 20-ton ore cars were also purchased, and these also rode on two axles, as did the engines. The cars are dump bottom and used a unique unloading system. As the cars passed through the unloading facility, they were suspended on wheels mounted on each side of the unloading pit. A flange on each side of the car rode on the wheels. This allowed a wide open dump pit, unhindered by rail or supports. A guide rail under the cars opened and closed the bottom of each car, allowing complete unloading to be done very quickly. Even the engines were equipped with these flanges so they were also momentarily suspended over the pit. With lokeys at both ends of the train, continuous movement was possible.

The line was double track with a series of loading tracks at the mine and a small yard behind the unloading building at the mill. The track was originally a combination of 90- and 115-pound rail, but the lighter rail was gradually replaced with the heavier rail over time on the outbound track. The track in the tunnel was mounted on a concrete slab with Pandrol plates and clips. The outside track was on conventional wood ties.

The track in the tunnel is on a three-percent grade, which presented some real operating problems. The grade was against loaded trains and, because of this, the rail actually flowed or



stretched downhill towards the mine. There was a special switch at the bottom of the grade which allowed the rail to stretch and the excess rail was periodically trimmed.

Various combinations of engines and cars were used until a pattern of three lokeys on one end and two on the other spliced by 30 cars became standard. Top speed was about 25 miles per hour and the round trip took about two hours.

Until 1996, when an automated system was installed, each train had an operator The original automatic block signal system was incorporated into the new system, and 3000-foot loops of wire were installed between the rails and radio equipment was added to each locomotive. The system detected the speed and direction of each train while maintaining proper spacing.

PLYMOUTH DIESEL 160016 (or "Big Red") watches as lokey 10 starts its empty train back to the mine (above). **The crusher is just out of sight to the right. Looking through the dumper, two rows of wheels that support the trains are visible** (below). **The guide rail in the back opens and closes the bottoms of the cars. The catenary stops on either side of the building, so the lokeys outside provide the motive power. The pit leads to the crusher, the first step in refining the moly ore.**

The equipment was extremely durable, and the lokeys had an availability rate in the high 80-percent range. The typical operation of the mine was 24 hours a day, five days a week, and the trains had to keep moving if the mine and mill were to function economically. Nearly all the cars and engines were still in service on the last day, attesting to the quality of equipment and care and maintenance provided by the Henderson railroaders.

As the ore at the 7700-foot level became depleted, the continued operation of the railroad came under review. The new producing level, located at 7175 feet or nearly 400 feet below the train level, was too far below the railroad to make continued operation possible. The ore would need to be lifted up to the level of the train, whereas before the ore was dropped down to the train for loading.

Many options were considered before the conveyor system was chosen. Routing the trains down to the new level would have required a steep, spiral grade which would have been beyond the ability of the trains to negotiate. Another plan involved a conveyor from the new level up to the trains but it was also impractical. Another plan would have used a conveyor from the mining level to the entrance of the tunnel where the ore would have been transferred to the trains for movement to the crusher. The final determinate in deciding to replace the rail line with a conveyor system was the age and condition of the cars and lokeys.

"We were dealing with 1960 technology and parts were becoming increasingly difficult to obtain," said Jim Mahon, the road's maintenance superintendent. Mahon indicated that they also looked into replacing the existing equipment, and the cost of the trains and conveyor belt came in about the same, but the maintenance expense for the belt was less than the railroad.

After the decision was announced, the Henderson staff allowed the Rocky Mountain Railroad Club the opportunity to make two visits to the railroad and photograph the above-ground operation. A film crew was allowed to videotape the entire operation including cab rides in the lokeys.

After the trains were shut down, the Henderson staff donated a lokey and a mine car to the Western Museum of Mining and Industry in Colorado Springs. In addition to donating the rolling stock, Henderson donated the transportation to the museum as well. Future plans call for the lokey and car to be displayed on a section of track under catenary so it will look as it did when in service. Another lokey and car have been preserved at the entrance to the mill complex.

Henderson Mine's overlooked electric railway has now joined the long list of distinguished Colorado landmarks and lines that have passed on to history. And while the conveyor belt is more efficient and cost effective, it is a safe bet that no one will feel about it as they did about the Henderson mine tram.

Timetable

Railfan events guide

TIMETABLE listings are published without charge and are run on a space-available basis at the editor's discretion. RAILFAN & RAILROAD accepts no responsibility for date or time errors or cancellations. Notices must be received by the 1st of the month, four months prior to the issue cover date (e.g. January 1 for the April issue). Each issue will be in circulation for the full month preceding its cover date (e.g. April issue available during all of March).

RAILFAN EVENTS

BLUEWATER MICHIGAN CHAPTER NRHS (P.O. Box 296, Royal Oak, MI 48068-0296; 800/594-5162; *www.BluewaterNRHS.com*) is sponsoring the following trips. Fares listed for overnight trips are double/single occupancy, for complete fares contact the Chapter.

- **June 1-14,** Maritimes Express from Dearborn to Toronto, Nova Scotia and Newfoundland via the *Ocean, Bras d'Or,* VIA-1 service, more; $2875/$3320.
- **July 4-10,** Trains of New England including VIA to Toronto and Montreal, Mt. Washington Cog, Conway Scenic, *Green Mountain Flyer,* connection to NRHS Convention; $1295/$1550.
- **July 15,** Rails by River, downriver, Detroit and Rouge River; $30.
- **July 22,** Farmers Festival by Rail, Reese and Pigeon rare mileage excursion; $5-$40.
- **July 23,** Rails by Water to Port Huron; $94 adults, $84 children.
- **August 12-18,** Rails to James Bay, from Dearborn and Royal Oak to Sault Ste. Marie, Hearst and Cochrane via Alogoma Central, Ontario Northland, VIA, more; $1295/$1450.
- **September 9-10,** Marshall Homes Tours by Amtrak from Dearborn and Ann Arbor; $79.
- **September 9-21,** Pacific Coaster from Detroit to Seattle and Sacramento with *Spirit of Washington Dinner Train,* Amtrak Talgo train, *Napa Valley Wine Train* and *California Zephyr;* $2700/$3400.
- **September 30-October 2,** Agawa Canyon Color Tour by dome car from Dearborn and Royal Oak to Sault Ste. Marie; $345/$455.

HIGH IRON TRAVEL (P.O. Box 50116, Minneapolis, MN 55405; 612/922-7259; *www.highirontravel.com*) is sponsoring the following rail tours using the private cars *Caritas, Cimarron River* and *Pine Tree State.* Contact High Iron Travel for complete details.

- **June 2-4,** Iowa Interstate from Bureau to Des Moines and Council Bluffs, Iowa; $995 per person double occupancy.
- **June 10-11,** Iowa Adventure via Iowa Northern and Dakota, Minnesota & Eastern; $895/person, double occupancy.
- **June 16-25,** Northern Plains Explorer from Chicago/Twin Cities to Whitetail, Mont., via former Great Northern and Soo Line trackage; $2950 per person, double occupancy.
- **August 28-September 6,** AAPRCO Convention trip to Winnipeg; call for details.

DENNISON, OHIO, June 3. Strawberry Special to Newark, Ohio, via the Ohio Central Railroad. Scheduled motive power is Grand Trunk Western 4-8-4 6325 westbound and F-units eastbound. For more information contact the Mahoning Valley Railroad Heritage Association, P.O. Box 3055, Youngstown, OH 44511; 800/571-1199; *sales@hopewellvideos.com.*

PHILADELPHIA, PENNSYLVANIA, June 3. Former Reading FP7s 902 and 903 return to main line action on SEPTA's former Reading lines. Trip originates at 30th Street Station. Fare and final details coming. For trip flyer send a SASE to Ticket Agent, Philadelphia Chapter NRHS, P.O. Box 7302, Philadelphia, PA 19101-7302.

SPENCER, NORTH CAROLINA, June 3-4. North Carolina Transportation Museum's annual Rail Days, "Railroading Through the Ages," with two operating steam locomotives, special displays, railroadiana and model train show, telegraph demonstration, family activities and more. For more information contact the North Carolina Transportation Museum Foundation, P.O. Box 44, Spencer, NC 28159; 877-NCTMFUN; *nctrans.org.*

FRIENDS OF THE RAILROAD MUSEUM OF PENNSYLVANIA (P.O. Box 125, Strasburg, PA 17579; 717/687-8628; *frm@redrose.net; www.rrmuseumpa.org*) will hold the following special events at the museum. The museum's regular admission will be charged unless noted. Contact the Friends for full details.

- **June 3-4,** Pennsylvania Railroad Days. Noted rail artists and authors on hand, special lectures, demonstrations and tours.
- **June 30-July 2,** Reading Railroad Days. Special tours, model railroad, oral histories.
- **August 17-20,** Railroad Circus Days. Displays by Circus Model Builders International.
- **October 28,** Halloween Haunting. The railroad museum is transformed into a creepy cavern.
- **November 12,** Trains and Troops showcasing the significant role railroads played in times of defense.

DELTA, PENNSYLVANIA, June 4-25 (Sundays only). 25th Annual Ma & Pa Railroad Month at the Old Line Museum, 602 Main Street, 1:30pm-5pm. Maryland & Pennsylvania memorabilia, models, drawings, photos, discussions, guest speakers and more. Free admission, donations appreciated. For more information call J.E. Murphy at 410/592-7491.

CALGARY, ALBERTA, June 10-11. Heritage Park Railway Days featuring double-headed 0-6-0s, passenger and freight

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ORRVILLE RAILROAD HERITAGE SOCIETY (P.O. Box 11, Orrville, OH 44667; 330/683-2426) will hold the following special events. Contact the society for more information.
- **June 10-11,** Depot Days at the Orrville depot *(see separate listing).*
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- **September 23-24,** *proposed* Superliner excursion from Akron, Ohio, to Pittsburgh.
- **October 14,** Medina Loop fall foliage excursion from Orrville to Medina, Ohio.

ORRVILLE, OHIO, June 10-11. Depot Days sponsored by the Orrville Railroad Heritage Society at the ex-Pennsylvania Railroad Union depot. Railroad memorabilia displays, train rides behind the society's F7 diesel, tours of a modern diesel and a signal tower, Operation Lifesaver, more. For more information contact the Orrville Heritage Society, P.O. Box 11, Orrville, OH 44667; 330/683-2426 (weekdays 1pm-5pm).

TRAINS UNLIMITED, TOURS, (P.O. Box 1997, Portola, CA 96122; 530/836-1745; 800/359-4870; *info@trainsunltdtours.com.*) is sponsoring the following events. Call or write for a catalog.
- **June 10-11,** Rio Grande Spectacular is rescheduled below.
- **August 29-30,** Rio Grande Spectacular photo freight on the Cumbres & Toltec Scenic *(see separate listing).*
- **September 15-17,** White Pass & Yukon Steam Spectacular with three charter trains all steam powered *(see separate listing).*
- **September 30-October 1,** Wisconsin Fall Colors Rail Cruise using Wisconsin & Southern E-units on VIP train *(see separate listing).*

BAKER CITY, OREGON, June 9. Spring photo special on the Sumpter Valley Railroad with 2-8-2 No.19 and Heisler No.3. Numerous quality photo runbys in best light of the day. Trip leaves just before dawn. Cost is $200 per person, capacity limited to 25 people. For more information contact the Sumpter Valley Railroad, P.O. Box 389, Baker City, OR 97814-0389

SACRAMENTO, CALIFORNIA, June 17. Dunsmuir Daylight special Amtrak train to Dunsmuir, Cal., and return (also stops at Chico and Redding). Coach fare $149, full-length dome seating $249 (dome fare includes continental breakfast, buffet lunch and snacks). For tickets and information contact the Feather River Rail Society, P.O. Box 608, Portola, CA 96122; 530/832-4131; *www.wplives.com.*

COOPERSTOWN & CHARLOTTE VALLEY RAILWAY (P.O. Box 681, Oneonta, NY 13820; 607/432-2429; *www.lrhs.com*) will hold the following special events. Contact the railroad for details.
- **June 17,** Railroad Workers' Day. Current and retired railroad employees ride free.
- **July 1,** Ice Cream Social Train in the evening with live music.
- **July 2-4,** Fourth of July with free flags, special visitors.
- **July 29,** Star Gazer Excursion with an astronomer.
- **August 5-6,** Railfan Weekend with mixed trains, night photo session, rare mileage speeder and caboose trips.
- **August 12,** Moonlight Train Ride with live music, refreshments.

CANADIAN NATIONAL 6060 will operate from Stettler, Alberta, on the following dates. Fare will be $60-$70, depending on the trip. For more information contact Alberta Prairie Steam Tours, P.O. Box 1600, Stettler, Alberta, Canada T0C 2L0; 403/742-2811; *www.nucleus.com/Heartland;* e-mail *apsteam@telusplanet.com.*
- **June 17,** to Halkirk, 80 miles round trip.
- **June 25,** to Big Valley, 40 miles round trip.
- **July 1,** to Coronation, 120 miles round trip.
- **July 2,** to Halkirk, 80 miles round trip.
- **August 24,** to Castor, 100 miles round trip.
- **August 25,** to Halkirk, 80 miles round trip.
- **August 26,** to Coronation, 120 miles round trip.
- **October 15,** to Big Valley, 40 miles round trip.

MENDOTA, ILLINOIS, June 17-18. Mendota Railroad Crossing Days at the Union Depot Railroad Museum featuring a gandy dancers' express, railroad swap booths, equipment tours, art displays and more. For information contact the museum at 815/538-3800, visit *www.mendotamuseums.org* or e-mail *dimcc@tsf.net.*

WASHINGTON, D.C., June 17-18. West Virginia Rails motorcoach tour to the Cass Scenic Railroad, *Cheat Mountain Salamander* and *Tygart Valley Flyer.* Shay locomotives on Cass, and a railbus and BL2 on the Durbin & Greenbrier Valley. Fare $175 single occupancy, $139 double occupancy includes bus transportation, lodging and all rail tickets. For an order form or more information contact the Washington D.C. Chapter NRHS at 703/836-0165.

EAST HAVEN, CONNECTICUT, June 17-18. Trolleys of the '90s at the Shore Line Trolley Museum with streetcars dating from 1892 to 1899, all Y1.9k compliant. First trolley departs 10:30am, last departs 4:30pm. Admission (includes unlimited rides) $5 adults, $4 seniors, $2 kids 2-11. For more information call 203/467-6927 or visit *www.bera.org.*

HENRY FORD MUSEUM & GREENFIELD VILLAGE (20900 Oakwood Boulevard, Dearborn, MI 48124; 313/271-1620) will hold the following railroad-oriented special events in 2000 at Greenfield Village. The village is open 9am-5pm daily; admission to Greenfield Village is $15 adults, $14 seniors 62 and over, $9 kids 5-12, under 5 free.
- **June 17-August 20,** Summer Festival celebrating railroads includes the opening of the recreated Detroit, Toledo & Milwaukee roundhouse, railroad related programs and activites, hobo lunch served in the Taste of History Restaurant.
- **September 23-24,** Railroad Days will allow visitors to experience the lives of those working and traveling on the railroad.

FORT ERIE, ONTARIO, June 18. Father's Day open house at the Fort Erie Railroad Museum. Free admission. For more information phone 905/871-1412.

BOSTON, MASSACHUSETTS, June 18. Day Cape Codder from South Station to Cape Cod. Ride over the Buzzards Bay bridge, Hyannis harbor cruise, more. Fare $65 covers all activities. For more information contact the Mystic Valley Railway Society, Inc., P.O. Box 365486, Hyde Park, MA 02136-0009; 617/361-4445.

PINE CREEK RAILROAD (P.O. Box 662, Allaire, NJ 07727-0622; 732/938-5524; *http://homestead.juno.com/crawsat/pinecreekrr.html*) is holding the following special events. Train fare for all events is $2.50 unless otherwise noted. Contact the railroad for more information.
- **June 18,** Machinery Day. Hit and miss engines, tractors and more.
- **September 10,** Annual Railroaders Day. Everything that runs, does. Multiple steam and diesel trains, shop tours, displays, more.
- **October 14-15,** Fall Foliage Express.
- **November 24-25 and December 2-3, 9-10 and 16-17,** Annual Christmas Express with Santa onboard (fare $3.50, advance sales only).

COLTS NECK, NEW JERSEY, June 24-25. Sea Train Excursion sponsored by the United Railroad Historical Society of New Jersey at Naval Weapons Station - Earle each day behind U.S. Navy locomotives, including a ride on the pier into Sandy Hook Bay. Tickets $35, $25 for children. Tickets available only in advance by mail; all orders must be postmarked by June 12 and include a SASE and your phone number. Mail your order to URHS, 112 Hill Top Lane, Neshanic Station, NJ 08853. For more information phone 732/671-9644 (7pm-9:30pm ET).

PENNSYLVANIA TROLLEY MUSEUM (1 Museum Road, Washington, PA 15301-6133; 724/228-9256; *plm@pa-trolley.org; www.pa-trolley.org*) will hold the following special events. Admission (unless otherwise noted) is $6 adults, $5 seniors 65 or over, $3.50 kids 2-15, under 2 free. Contact the museum for complete details.
- **June 24-25,** celebrate the 1950s with vinatge cars, music and more.
- **June 29-30,** Trolleys and trains; toy and real trains of all sizes.
- **August 12-19,** Washington County Fair; take the trolley to the fair.
- **October 14-15 and 21-22,** Pumplin Patch Trolley; ride orange trolleys and get a pumpkin (kids $4).
- **October 21-22 and 28-29,** Pennsylvania Arts & Crafts Christmas Festival; ride the trolleys to the festival.
- **November 24-26, December 2-3 and 9-10,** Santa Train; kids meet Santa, parents enjoy caroling.

WASHINGTON, D.C., July 11-16. Travel via private car *Dover Harbor* to the NRHS Convention at Stamford, Conn. Travel between Washington or New York and Stamford one-way or round-trip. New York-Stamford $26 one-way, $39 round trip; Washington-Stamford $219 one-way, $309 round trip. Boarding available at intermediate points between Washington and New York. For information or reservations call the Washington D.C. Chapter NRHS at 301/292-9592 or e-mail *pullmanhb@erols.com.*

BLACK RIVER & WESTERN RAILROAD (P.O. Box 200, Ringoes, NJ 08551; 908/782-6622; *www.brwr.com*) is holding the following special events. Contact the railroad for complete details:
- **July 14,** Mixed Freight *(see separate listing).*
- **September 16-17,** Great Train Robbery.
- **October 13,** Mixed Freight *(see July 14 listing below).*
- **October 28-29,** Halloween Special.
- **November 24-26, December 2-3 and 9-10,** Santa Express.

RINGOES, NEW JERSEY, July 14 and October 13. Mixed train on the Black River & Western. Train leaves at 10am, return time depends on volume of freight movements. Photo runbys and stops depends on weather and time available. Box lunch available or bring your own. Limited seating, advance ticket sales only for $25 from Black River & Western, Attn. Mixed Freight, P.O. Box 323, Ringoes, NJ 08851. Information phone 908/782-6622 or visit *www.brwr.com.*

MISSOULA, MONTANA, August 3-5. Annual meet of MilWest devoted to the history of Milwaukee Road's Lines West, at the Best Western Grant Creek Inn. Registration $40, additional tours at extra cost. For more information contact Kevin McCray, 6 Park Place, Clancy, MT 59634-9759; *mccray@lxl.net.*

CINCINNATI, OHIO, August 5. Summerail at CUT sponsored by the Cincinnati Railroad Club and Miami Valley Railfans. Railroad Show & Sale, tour of Tower A and multi-media slide presentations by Steve Barry, Dale Brown, Terry Chicwak, John Craft, Kevin Eudaly, Lee Gordon, George Hamlin, Jerry Jordak, Joe McMillan, Mike Schafer, Pat Sweeny, Mike Valentine and Gib Yungblut. Tickets $12 (checks payable to Cincinnati Railroad Club) from Summerail 2000, Paul Ramer, 3381 Robinet Drive, Cincinnati, OH 45238-2119; information from 513/651-RAIL.

BELLOWS FALLS, VERMONT, August 5. Transpo 2000 with rail equipment on display in conjunction with Rockingham Old

Home Days. Railroad night photo session with fireworks as a backdrop. Other events include vintage trucks, railroadiana show and other family activities. For more information call the Great Falls Region Chamber of Commerce at 802/463-4280 or visit *www.gfrcc.org.*

BOSTON, MASSACHUSETTS, August 7-20. Ontario Explorer departing South Station, Worcester and Springfield via Amtrak's Lake Shore Limited to the Algoma Central and Ontario Northland railroads. All-inclusive coach fares start at $1500 per person double-occupancy. For information contact the Mystic Valley Railway Society, P.O. Box 365486, Hyde Park, MA 02136-0009; 617/361-4445.

ROCKVILLE CENTRE, NEW YORK, August 11-12. National Association of Timetable Collectors Convention. Convention at the Rockville Centre Holiday Inn, 173 Sunrise Highway Events include membership meeting, banquet, auction and tour of Long Island Rail Road's movement bureau and timetable print shop. Railroadiana/Transportation show (Saturday 10am-4pm) open to the public, other events require membership. For more information on membership or the convention write NAOTC Convention, P.O. Box 507, Newton, NJ 07860.

REVELSTOKE, BRITISH COLUMBIA, August 18-20. Revelstoke Railway Days with guided photo opportunities, slide show presentations, equipment exhibits and demonstrations and photography competitions. For registration or a schedule of events call 250/837-6060 or 877/837-6060 or e-mail *railway@revelstoke.net.*

PHILADELPHIA, PENNSYLVANIA, August 20. Work trolley excursion on SEPTA's West Philadelphia streetcar routes using air-conditioned Kawasaki No.9000 (celebrating its 20th anniversary) and an orange maintenance PCC. Numerous photo opportunities of both cars. Trip departs Elmwood car barn at 1pm, returns approximately 6pm. Tickets $35 from Wilmington Chapter NRHS. c/o Steve Barry, 117 High Street, Newton, NJ 07860; 973/383-3355 (9am-5pm ET).

DURANGO, COLORADO, August 23-28. Railfest on the Durango & Silverton Narrow Gauge featuring Eureka & Palisade No.4, Galloping Geese Nos.2 and 5 and the debut of D&SNG No.486. Extensive schedule includes multiple runs of all equipment, railroad china exhibit, reception, evening trip to Cascade, yard and shop tours, train movies, photo special chases, more. For complete details and fares contact the D&SNG at 970/247-2733 or visit *www.durangotrain.com.*

CHAMA, NEW MEXICO, August 29-30 *(rescheduled from June 10-11).* Two-day Rio Grande Spectacular on the Cumbres & Toltec Scenic using both K36 and K37 class D&RGW 2-8-2s. Various freight cars on head-end of train, entire train lettered Rio Grande. Numerous photo stops each day. Fare $333 includes two lunches and overnight lodging in Antonito, Colo. For more information contact Trains Unlimited, Tours, P.O. Box 1997, Portola, CA 96122; 530/836-1745; 800/359-4870; *info@trainsunltdtours.com.*

LINCOLN, NEW HAMPSHIRE, September 8-10. Railfan Weekend at the Comfort Inn & Suites - Loon featuring excursions on the Mt. Washington Cog Railway, Winnipesaukee Railroad and White Mountain Central, five-course meal on the *Cafe Lafayette Dinner Train,* Sunday brunch cruise, two continental breakfasts and one dinner, slide show on logging in Lincoln and an autographed copy of *J.E. Henry's Logging Railroads* by Bill Grove. Package cost is $279 per person double-occupancy. For reservations and information call 888/589-8112 or visit *www.comfortinnloon.com.*

CARCROSS, YUKON, September 15-17. White Pass & Yukon Steam Spectacular featuring two steam locomotives, shop tour, mixed train consists and plenty of photo runbys. Fares start at $1145 including air from Vancouver, $845 without air. For more information contact Trains Unlimited, Tours, P.O. Box 1997, Portola, CA 96122; 530/836-1745; 800/359-4870; *info@trainsunltdtours.com.*

WAUKESHA, WISCONSIN, September 30-October 1. Wisconsin Fall Colors Rail Cruise to Prairie du Chien using Wisconsin & Southern's E-units and business train. Several photo stops and runbys each day, overnight stop in Prairie du Chien. Round trip coach fare $199 (includes lunch each day), $109 kids 4-15, one-way and first class available. For more information contact Trains Unlimited, Tours, P.O. Box 1997, Portola, CA 96122; 530/836-1745; 800/359-4870; *info@trainsunltdtours.com.*

SANDPOINT, IDAHO, October 14-15. Round trip excursion to Plains, Mont., each day sponsored by the Greater Sandpoint Chamber of Commerce and American Spirit (formerly Montana Daylight Rail Tours). Tickets $99 per person. For information call Susan Kiebert or Bill O'Connor at 208/263-0887.

INTERNATIONAL TOURS

ELECTRIC RAILROADERS' ASSOCIATION will be sponsoring a trip to **Hungary and Slovakia** from June 23-July 3. Several charters over electric railways and traction lines are planned in Budapest, Debrecen, Szeged, Miskolc, Kocise and Bratislava. Land arrangements cost $850 per person, doble occupancy. Air fare from Newark, N.J., is $850 per person. For more information contact the Electric Railroaders' Association, c/o Jeffrey B. Erlitz, 93-54 Queens Boulevard, Apt. 3C, Rego Park, NY 11374-1120; 718/275-0853.

SWITZERLAND BY TRAIN — A GRAND TOUR will be sponsored by the B&O Railroad Museum from July 21-30. Trip includes trains (steam, diesel and electric), motocoach and lake boats. Fare is $4235 per person. For complete details contactTravel Plans International at 800/323-7600 or the B&O Railroad Museum at 410/752-5389.

On May 1st 1999, Western Maryland steam returned to the former Western Maryland Elk River Branch. Join us for hi-lites of the 1999 CALS at CASS railroad weekend. You'll be there as the Western Maryland Shay 6 battles Cheat Mtn. up the 5% grade to Old Spruce. Go TRACKSIDE for photo runs at Spruce, Big Cut, Twin Bridges and more. *Digitally recorded.* 44 min. ***ONLY $24.95 ppd.***

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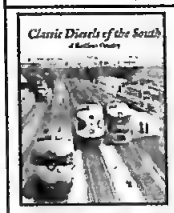

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September 23-24, *proposed* Superliner excursion from Akron, Ohio, to Pittsburgh.
October 14, Medina Loop fall foliage excursion from Orrville to Medina, Ohio.

ORRVILLE, OHIO, June 10-11. Depot Days sponsored by the Orrville Railroad Heritage Society at the ex-Pennsylvania Railroad Union depot. Railroad memorabilia displays, train rides behind the society's F7 diesel, tours of a modern diesel and a signal tower, Operation Lifesaver, more. For more information contact the Orrville Heritage Society, P.O. Box 11, Orrville, OH 44667; 330/683-2426 (weekdays 1pm-5pm).

TRAINS UNLIMITED, TOURS, (P.O. Box 1997, Portola, CA 96122; 530/836-1745; 800/359-4870; *info@trainsunltdtours.com.*) is sponsoring the following events. Call or write for a catalog.
June 10-11, Rio Grande Spectacular is rescheduled below.
August 29-30, Rio Grande Spectacular photo freight on the Cumbres & Toltec Scenic *(see separate listing).*
September 15-17, White Pass & Yukon Steam Spectacular with three charter trains all steam powered *(see separate listing).*
September 30-October 1, Wisconsin Fall Colors Rail Cruise using Wisconsin & Southern E-units on VIP train *(see separate listing).*

BAKER CITY, OREGON, June 9. Spring photo special on the Sumpter Valley Railroad with 2-8-2 No.19 and Heisler No.3. Numerous quality photo runbys in best light of the day. Trip leaves just before dawn. Cost is $200 per person, capacity limited to 25 people. For more information contact the Sumpter Valley Railroad, P.O. Box 389, Baker City, OR 97814-0389

SACRAMENTO, CALIFORNIA, June 17. Dunsmuir Daylight special Amtrak train to Dunsmuir, Cal., and return (also stops at Chico and Redding). Coach fare $149, full-length dome seating $249 (dome fare includes continental breakfast, buffet lunch and snacks). For tickets and information contact the Feather River Rail Society, P.O. Box 608, Portola, CA 96122; 530/832-4131; *www.wplives.com.*

COOPERSTOWN & CHARLOTTE VALLEY RAILWAY (P.O. Box 681, Oneonta, NY 13820; 607/432-2429; *www.lrhs.com*) will hold the following special events. Contact the railroad for details.
June 17, Railroad Workers' Day. Current and retired railroad employees ride free.
July 1, Ice Cream Social Train in the evening with live music.
July 2-4, Fourth of July with free flags, special visitors.
July 29, Star Gazer Excursion with an astronomer.
August 5-6, Railfan Weekend with mixed trains, night photo session, rare mileage speeder and caboose trips.
August 12, Moonlight Train Ride with live music, refreshments.

CANADIAN NATIONAL 6060 will operate from Stettler, Alberta, on the following dates. Fare will be $60-$70, depending on the trip. For more information contact Alberta Prairie Steam Tours, P.O. Box 1600, Stettler, Alberta, Canada T0C 2L0; 403/742-2811; *www.nucleus.com/Heartland;* e-mail *apsteam@telusplanet.com.*
June 17, to Halkirk, 80 miles round trip.
June 25, to Big Valley, 40 miles round trip.
July 1, to Coronation, 120 miles round trip.
July 2, to Halkirk, 80 miles round trip.
August 24, to Castor, 100 miles round trip.
August 25, to Halkirk, 80 miles round trip.
August 26, to Coronation, 120 miles round trip.
October 15, to Big Valley, 40 miles round trip.

MENDOTA, ILLINOIS, June 17-18. Mendota Railroad Crossing Days at the Union Depot Railroad Museum featuring a gandy dancers' express, railroad swap booths, equipment tours, art displays and more. For information contact the museum at 815/538-3800, visit *www.mendotamuseums.org* or e-mail *dimcc@tsf.net.*

WASHINGTON, D.C., June 17-18. West Virginia Rails motorcoach tour to the Cass Scenic Railroad, *Cheat Mountain Salamander* and *Tygart Valley Flyer.* Shay locomotives on Cass, and a railbus and BL2 on the Durbin & Greenbrier Valley. Fare $175 single occupancy, $139 double occupancy includes bus transportation, lodging and all rail tickets. For an order form or more information contact the Washington D.C. Chapter NRHS at 703/836-0165.

EAST HAVEN, CONNECTICUT, June 17-18. Trolleys of the '90s at the Shore Line Trolley Museum with streetcars dating from 1892 to 1899, all Y1.9k compliant. First trolley departs 10:30am, last departs 4:30pm. Admission (includes unlimited rides) $5 adults, $4 seniors, $2 kids 2-11. For more information call 203/467-6927 or visit *www.bera.org.*

HENRY FORD MUSEUM & GREENFIELD VILLAGE (20900 Oakwood Boulevard, Dearborn, MI 48124; 313/271-1620) will hold the following railroad-oriented special events in 2000 at Greenfield Village. The village is open 9am-5pm daily; admission to Greenfield Village is $15 adults, $14 seniors 62 and over, $9 kids 5-12, under 5 free.
June 17-August 20, Summer Festival celebrating railroads includes the opening of the recreated Detroit, Toledo & Milwaukee roundhouse, railroad related programs and activites, hobo lunch served in the Taste of History Restaurant.
September 23-24, Railroad Days will allow visitors to experience the lives of those working and traveling on the railroad.

FORT ERIE, ONTARIO, June 18. Father's Day open house at the Fort Erie Railroad Museum. Free admission. For more information phone 905/871-1412.

BOSTON, MASSACHUSETTS, June 18. Day Cape Codder from South Station to Cape Cod. Ride over the Buzzards Bay bridge, Hyannis harbor cruise, more. Fare $65 covers all activities. For more information contact the Mystic Valley Railway Society, Inc., P.O. Box 365486, Hyde Park, MA 02136-0009; 617/361-4445.

PINE CREEK RAILROAD (P.O. Box 662, Allaire, NJ 07727-0622; 732/938-5524; *http://homestead.juno.com/crawsat/pinecreekrr.html*) is holding the following special events. Train fare for all events is $2.50 unless otherwise noted. Contact the railroad for more information.
June 18, Machinery Day. Hit and miss engines, tractors and more.
September 10, Annual Railroaders Day. Everything that runs, does. Multiple steam and diesel trains, shop tours, displays, more.
October 14-15, Fall Foliage Express.
November 24-25 and December 2-3, 9-10 and 16-17, Annual Christmas Express with Santa onboard (fare $3.50, advance sales only).

COLTS NECK, NEW JERSEY, June 24-25. Sea Train Excursion sponsored by the United Railroad Historical Society of New Jersey at Naval Weapons Station - Earle each day behind U.S. Navy locomotives, including a ride on the pier into Sandy Hook Bay. Tickets $35, $25 for children. Tickets available only in advance by mail; all orders must be postmarked by June 12 and include a SASE and your phone number. Mail your order to URHS, 112 Hill Top Lane, Neshanic Station, NJ 08853. For more information phone 732/671-9644 (7pm-9:30pm ET).

PENNSYLVANIA TROLLEY MUSEUM (1 Museum Road, Washington, PA 15301-6133; 724/228-9256; *ptm@pa-trolley.org; www.pa-trolley.org*) will hold the following special events. Admission (unless otherwise noted) is $6 adults, $5 seniors 65 or over, $3.50 kids 2-15, under 2 free. Contact the museum for complete details.
June 24-25, celebrate the 1950s with vinatge cars, music and more.
June 29-30, Trolleys and trains; toy and real trains of all sizes.
August 12-19, Washington County Fair; take the trolley to the fair.
October 14-15 and 21-22, Pumplin Patch Trolley; ride orange trolleys and get a pumpkin (kids $4).
October 21-22 and 28-29, Pennsylvania Arts & Crafts Christmas Festival; ride the trolleys to the festival.
November 24-26, December 2-3 and 9-10, Santa Train; kids meet Santa, parents enjoy carolling.

WASHINGTON, D.C., July 11-16. Travel via private car *Dover Harbor* to the NRHS Convention at Stamford, Conn. Travel between Washington or New York and Stamford one-way or round-trip. New York-Stamford $26 one-way, $39 round trip; Washington-Stamford $219 one-way, $309 round trip. Boarding available at intermediate points between Washington and New York. For information or reservations call the Washington D.C. Chapter NRHS at 301/292-9592 or e-mail *pulmanhb@erols.com.*

BLACK RIVER & WESTERN RAILROAD (P.O. Box 200, Ringoes, NJ 08551; 908/782-6622; *www.brwr.com*) is holding the following special events. Contact the railroad for complete details:
July 14, Mixed Freight *(see separate listing).*
September 16-17, Great Train Robbery.
October 13, Mixed Freight *(see July 14 listing below).*
October 28-29, Halloween Special.
November 24-26, December 2-3 and 9-10, Santa Express.

RINGOES, NEW JERSEY, July 14 and October 13. Mixed train on the Black River & Western. Train leaves at 10am, return time depends on volume of freight movements. Photo runbys and stops depends on weather and time available. Box lunch available or bring your own. Limited seating, advance ticket sales only for $25 from Black River & Western, Attn. Mixed Freight, P.O. Box 323, Ringoes, NJ 08851. Information phone 908/782-6622 or visit *www.brwr.com.*

MISSOULA, MONTANA, August 3-5. Annual meet of MilWest devoted to the history of Milwaukee Road's Lines West, at the Best Western Grant Creek Inn. Registration $40, additional tours at extra cost. For more information contact Kevin McCray, 6 Park Place, Clancy, MT 59634-9759; *mccray@ixl.net.*

CINCINNATI, OHIO, August 5. Summerail at CUT sponsored by the Cincinnati Railroad Club and Miami Valley Railfans. Railroad Show & Sale, tour of Tower A and multi-media slide presentations by Steve Barry, Dale Brown, Terry Chlcwak, John Craft, Kevin Eudaly, Lee Gordon, George Hamlin, Jerry Jordak, Joe McMillan, Mike Schafer, Pat Sweeny, Mike Valentine and Gib Yungblut. Tickets $12 (checks payable to Cincinnati Railroad Club) from Summerail 2000, Paul Ramer, 3381 Robinet Drive, Cincinnati, OH 45238-2119; information from 513/651-RAIL.

BELLOWS FALLS, VERMONT, August 5. Transpo 2000 with rail equipment on display in conjunction with Rockingham Old

Home Days. Railroad night photo session with fireworks as a backdrop. Other events include vintage trucks, railroadiana show and other family activities. For more information call the Great Falls Region Chamber of Commerce at 802/463-4280 or visit *www.gfrcc.org.*

BOSTON, MASSACHUSETTS, August 7-20. Ontario Explorer departing South Station, Worcester and Springfield via Amtrak's Lake Shore Limited to the Algoma Central and Ontario Northland railroads. All-inclusive coach fares start at $1500 per person double-occupancy. For information contact the Mystic Valley Railway Society, P.O. Box 365486, Hyde Park, MA 02136-0009; 617/361-4445.

ROCKVILLE CENTRE, NEW YORK, August 11-12. National Association of Timetable Collectors Convention. Convention at the Rockville Centre Holiday Inn, 173 Sunrise Highway. Events include membership meeting, banquet, auction and tour of Long Island Rail Road's movement bureau and timetable print shop. Railroadiana/Transportation show (Saturday 10am-4pm) open to the public, other events require membership. For more information on membership or the convention write NAOTC Convention, P.O. Box 507, Newton, NJ 07860.

REVELSTOKE, BRITISH COLUMBIA, August 18-20. Revelstoke Railway Days with guided photo opportunities, slide show presentations, equipment exhibits and demonstrations and photography competitions. For registration or a schedule of events call 250/837-6060 or 877/837-6060 or e-mail *railway@revelstoke.net.*

PHILADELPHIA, PENNSYLVANIA, August 20. Work trolley excursion on SEPTA's West Philadelphia streetcar routes using air-conditioned Kawasaki No.9000 (celebrating its 20th anniversary) and an orange maintenance PCC. Numerous photo opportunities of both cars. Trip departs Elmwood car barn at 1pm, returns approximately 6pm. Tickets $35 from Wilmington Chapter NRHS. c/o Steve Barry, 117 High Street, Newton, NJ 07860; 973/383-3355 (9am-5pm ET).

DURANGO, COLORADO, August 23-28. Railfest on the Durango & Silverton Narrow Gauge featuring Eureka & Palisade No.4, Galloping Geese Nos.2 and 5 and the debut of D&SNG No.486. Extensive schedule includes multiple runs of all equipment, railroad china exhibit, reception, evening trip to Cascade, yard and shop tours, train movies, photo special chases, more. For complete details and fares contact the D&SNG at 970/247-2733 or visit *www.durangotrain.com.*

CHAMA, NEW MEXICO, August 29-30 *(rescheduled from June 10-11).* Two-day Rio Grande Spectacular on the Cumbres & Toltec Scenic using both K36 and K37 class D&RGW 2-8-2s. Various freight cars on head-end of train, entire train lettered Rio Grande. Numerous photo stops each day. Fare $333 includes two lunches and overnight lodging in Antonito, Colo. For more information contact Trains Unlimited, Tours, P.O. Box 1997, Portola, CA 96122; 530/836-1745; 800/359-4870; *info@trainsunltdtours.com.*

LINCOLN, NEW HAMPSHIRE, September 8-10. Railfan Weekend at the Comfort Inn & Suites - Loon featuring excursions on the Mt. Washington Cog Railway, Winnipesaukee Railroad and White Mountain Central, five-course meal on the *Cafe Lafayette Dinner Train,* Sunday brunch cruise, two continental breakfasts and one dinner, slide show on logging in Lincoln and an autographed copy of *J.E. Henry's Logging Railroads* by Bill Grove. Package cost is $279 per person double-occupancy. For reservations and information call 888/589-8112 or visit *www.comfortinnloon.com.*

CARCROSS, YUKON, September 15-17. White Pass & Yukon Steam Spectacular featuring two steam locomotives, shop tour, mixed train consists and plenty of photo runbys. Fares start at $1145 including air from Vancouver, $845 without air. For more information contact Trains Unlimited, Tours, P.O. Box 1997, Portola, CA 96122; 530/836-1745; 800/359-4870; *info@trainsunltdtours.com.*

WAUKESHA, WISCONSIN, September 30-October 1. Wisconsin Fall Colors Rail Cruise to Prairie du Chien using Wisconsin & Southern's E-units and business train. Several photo stops and runbys each day, overnight stop in Prairie du Chien. Round trip coach fare $199 (includes lunch each day), $109 kids 4-15, one-way and first class available. For more information contact Trains Unlimited, Tours, P.O. Box 1997, Portola, CA 96122; 530/836-1745; 800/359-4870; *info@trainsunltdtours.com.*

SANDPOINT, IDAHO, October 14-15. Round trip excursion to Plains, Mont., each day sponsored by the Greater Sandpoint Chamber of Commerce and American Spirit (formerly Montana Daylight Rail Tours). Tickets $99 per person. For information call Susan Kiebert or Bill O'Connor at 208/263-0887.

INTERNATIONAL TOURS

ELECTRIC RAILROADERS' ASSOCIATION will be sponsoring a trip to **Hungary and Slovakia** from June 23-July 3. Several charters over electric railways and traction lines are planned in Budapest, Debrecen, Szeged, Miskolc, Kocise and Bratislava. Land arrangements cost $850 per person, doble occupancy. Air fare from Newark, N.J., is $850 per person. For more information contact the Electric Railroaders' Association, c/o Jeffrey B. Erlitz, 93-54 Queens Boulevard, Apt. 3C, Rego Park, NY 11374-1120; 718/275-0853.

SWITZERLAND BY TRAIN — A GRAND TOUR will be sponsored by the B&O Railroad Museum from July 21-30. Trip includes trains (steam, diesel and electric), motocoach and lake boats. Fare is $4235 per person. For complete details contactTravel Plans International at 800/323-7600 or the B&O Railroad Museum at 410/752-5389.

On May 1st 1999, Western Maryland steam returned to the former Western Maryland Elk River Branch. Join us for hi-lites of the 1999 CALS at CASS railroad weekend. You'll be there as the Western Maryland Shay 6 battles Cheat Mtn. up the 5% grade to Old Spruce. Go TRACKSIDE for photo runs at Spruce, Big Cut, Twin Bridges and more. *Digitally recorded.* 44 min. ***ONLY $24.95 ppd.***

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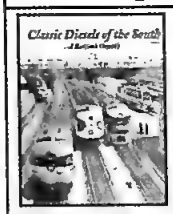

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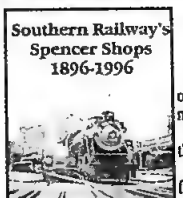

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Fanmail

Letters from readers

Welcoming Drury on board

What a happy surprise to discover that George Drury is now among us at RAILFAN & RAILROAD. Regarding his first column, "Picking Up Steam" in the April 2000 R&R, perhaps Mr. Drury is aware that, in newspapers, trains still go "clickety-clack." Of course we know welded rail made that sound obsolete years ago. Trains haven't gone "clickety-clack" in about as long as it's been since men have gone "hubba-hubba" looking at Freeman Hubbard's photo selections in RAILROAD magazine. Perhaps some romantic journalists riding Amtrak have mistakenly derived "clickety-clack" from the "thumpety-thump" of flat wheels. Fortunately we have the droll Mr. Drury on board to set 'em straight.

CURTIS L. KATZ
CHICAGO, ILLINOIS

Big Dipper on Alaska's diesels

The seven stars forming the Big Dipper on the sides of the new Alaska SD70MAC's (as pictured in RAILNEWS in the May 2000 issue) represent the flag of the state of Alaska. There is also another star to the right and higher up on the hood. The Big Dipper represents the gold mining part of Alaska's history and the single star is the North Star, signifying Alaska's status as the northernmost state.

The Big Dipper and North Star are neither new or unique to the new SD70MAC's. In June 1996 I photographed a freshly painted (including the Big Dipper) GP40-2 in Anchorage, painted in a black scheme instead of the blue-and-yellow in order to match the other unit assigned to the Fairbanks to Anchorage passenger train. The other unit contained a head-end power pack.

If the new SD70s are assigned to the passenger train they will probably use the power cars (F7B No.1503 and E8B P-30) to provide HEP power to the Alaska cars in the train. Sandy Burton's photo on page 31 of the May issue showed power car P-30 right behind No.2008, a GP38-2.

DICK TOWNLEY
WARREN, NEW JERSEY

Geographic comments

Cartographer Walt Lankenau has been doing a terrific job lately, including his April 2000 map of the tangled branch lines that surround the Palouse River & Coulee City's territory. However, I've got to nitpick two minor geography points in the May issue. Your "Next Month" blurb described me as a "West Coaster." True, my earliest railfanning was with Santa Fe freights and Amtrak *San Diegans* on California's Surf Line, but it's been eleven years since I've set foot on the sandy beaches of the Pacific Ocean. Now I live nearly 300 miles from the sea (Washington's Puget Sound doesn't count) and vastly prefer the inland deserts, valleys and mountains to all that coastal sprawl. Call me a Westerner, but certainly not a West Coaster.

Also, I get a chuckle when I see letters in FANMAIL from people whose address simply reads "Via the Internet," as if the method of delivery somehow qualifies as being their city and state. Before there was E-mail, you never showed which class of mail or which express courier handled someone's letter. Even if you work full-time with computers, like I do, you still have to remember that most people reside at a physical location on planet Earth, not at some electronic pseudo site on-line. You can sign this letter . . .

BRUCE KELLY
WESTERNER
VIA THE U.S. POSTAL SERVICE
COEUR D'ALENE, IDAHO

✏ *The reason we put "via the Internet" on the address line for some FANMAIL correspondence is because the only return address found on e-mail is the sender's "cyberspace" address. If we receive an e-mail where the sender's hometown is known, we substitute his physical address for his cyber address. — S.B.*

Moving an Allegheny

It was a surprise to leaf through the June 2000 issue and come upon the answer to a question I've asked myself at times. It was in LINESIDE LEGACY'S report on the Henry Ford Museum at Dearborn, Michigan. My question: When was C&O Allegheny 1601 placed in the museum? The answer: In 1956. Why my interest? I was conductor of the New York Central-Michigan Central district crew that placed C&O 1610 inside the museum building. Over these many years, I had forgotten the year it took place.

There was an unusual angle to the job. It took three attempts to complete over three Saturdays in a row. Our road switcher worked six days per week, Monday-Saturday. To avoid paying overtime, we were ordered to place the 1601 into the museum building on a Saturday when our regular work load was very light. Problems arose; one Saturday stretched to three.

The museum track from the Detroit-Chicago eastward main line to the building was a large semi-circle. On the first Saturday attempt, part way around the curve the giant 2-6-6-6 derailed several drivers onto the ties. We were promptly ordered to our home terminal at Detroit, ending that attempt, while C&O maintenance had a week to place re-rail equipment for our second go at it the following Saturday. "Murphy" had struck!

The second Saturday attempt began well. With the aid of blocks and re-railers and some shoving from our diesel, the 1601 went back on track. By some judicious smearing of grease on the rails, we succeeded in getting it to the door without further derailment.

R&R WELCOMES letters from readers. Send letters to the editor to RAILFAN & RAILROAD, FANMAIL, P.O. Box 700, Newton, NJ 07860, or via e-mail: *steveb@railfan.com*. We reserve the right to edit for space and style. ✏

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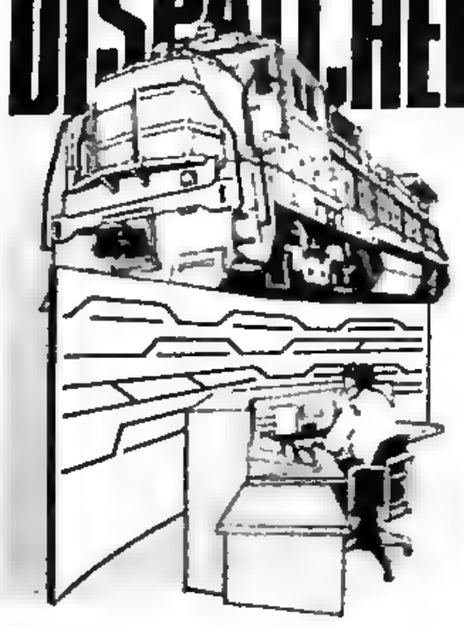

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Well, "Murphy" was still hanging around. The door was too low and the 1601 began scraping the bricks as we shoved very, very slowly inward. Not good; we had been visited by a trainmaster from Detroit during the move and his presence did nothing to stop the bricks from coming loose. Nothing to do but have the museum folks call for staff to remodel the doorway. So we pulled the 1601 clear and cut off to return to our Detroit terminal.

With the third Saturday came success! Gently shoving through a higher-than-before doorway while a small crowd of museum staff and visitors watched in awe, the over 125-foot long C&O giant went inside to rest in the museum without further problem.

As for we crew members of the Detroit-Wayne road switcher, it was time for a sigh of relief at a job finally completed. We happily looked forward to coming Saturdays and work in our usual fashion — an early quit for some overdue family time on weekends.

George Hinds
Colorado Springs, Colorado

Tioga Central's Rail Days

Tioga Central Railroad ran an ad in the October 1999 issue to invite readers to ride our special railfan-oriented trains during Wellsboro Rail Days on Saturday and Sunday, October 23-24, 1999. I am certain that many came and were terribly disappointed to discover that no trains were running. We owe them and the railfan community an explanation.

Sometime during the night of October 22nd, a very unfortunate incident substantially damaged all of our railcars and one of our locomotives. This incident, which has been reported widely in the media, was not in any way of our making. All of our locomotives and railcars were stationary, unoccupied and secure when the incident occurred. I discovered the damage at 7:30 a.m. on Saturday morning. As soon as it was clear that no trains could be operated, our staff notified all local lodgings and began telephoning all persons who had made a deposit for the train ride. We then faced the unhappy task of telling everyone who came that we could not possibly operate any trains.

Most of our visitors were very understanding, and for this we are most grateful. A few were understandably upset. Some had come a great distance, and our hearts went out to them. But we were powerless to do anything in a situation that we had not caused.

Tioga Central is proud of the reputation that it has earned to operate an enjoyable, reliable and, above all, safe attraction. We hope to maintain this reputation in spite of this most unfortunate incident, which was not of our causing and over which we had absolutely no control.

Richard L. Stoving
President, Tioga Central Railroad
Wellsboro, Pennsylvania

Port-A-Siding update

Just a sidebar to "Porta-Siding" Tests as pictured in your April 2000 Railnews. Union Pacific's A. Prilfool comments that when the idea is demonstrated to other railroads, there is always a good turnout.

Daniel J. Dembiec
Milwaukee, Wisconsin

Aaaaaaaagh! — S.B.

NEW TITLES FOR SUMMER

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Author Curt Tillotson, Jr. takes a look at steam trains of the Southeastern United States, with some great photos of the era 1930-1955, on many of the South's premier railroads including the Southern, Seaboard, Atlantic Coast Line, Louisville and Nashville, Richmond, Fredericksburg and Potomac and many, many more.

This book is primarily a photographic album showing the South in the last two decades of steam operations. This area of the country has never been well covered in rail books of any kind.

The extended captions give a great deal of information about the scenes pictured, combined with background data of all types. Maps help depict the territory covered and orient the reader.

A very nostalgic look at a time not so long ago, yet a world away from the modern railroading of today! *Expected Summer.*

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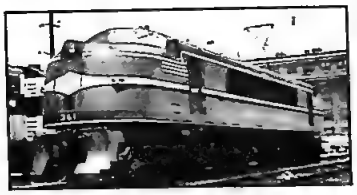

Story of how New England's "little giant" managed to order a fleet of streamline passenger cars and locomotives in the midst of two national crises. Author Geoffrey H. Doughty recounts how the company's management financed it's acquisitions and turned the railroad during the first bankruptcy. He also tells the fascinating story of how the railroad under Palmer, in the middle of World War II, prepared for the postwar period with passenger car and traffic research, revealing for the first time unpublished drawings, designs and artistic renderings depicting the plans and dreams for the future, and how in the span of one year, all these dreams vanished. Through engaging text and over 150 B&W and color photos and drawings, the author reveals what resulted, but also what might have been—had not other circumstances intervened. Ideal for historians, New Haven fans and passenger train buffs. *Expected Summer.*

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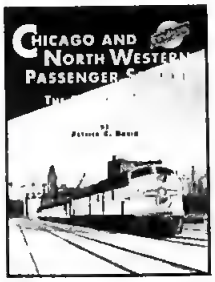

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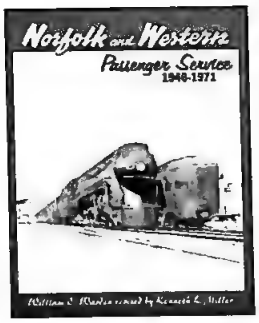

Now Expanded! Most images of Norfolk and Western passenger service include bullet nosed class J locomotives leading a sleek tuscan red consist at speed in the Blue Ridge mountains of Virginia. But that was only a part of the picture. N&W passenger service was never second best and was treated with great care by the railroad. This volume focuses closely on the era between the end of World War II and the end of the steam era. A complete revision of this popular 1990 book. Some of the original photos plus many new additions with additional text makes this an almost an entirely new edition. Details on paint and lettering and many photos make this a valuable addition to anyone's N&W library *Now Shipping!.*

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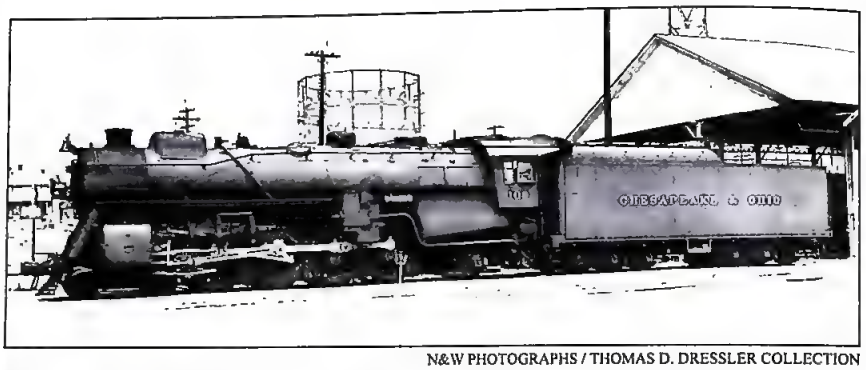
by THOMAS D. DRESSLER

When is a C&O steam locomotive not a C&O engine?



N&W PHOTOGRAPHS / THOMAS D. DRESSLER COLLECTION

DURING THE SPRING OF 1955, giant Warner Brothers' movie studios were busy producing their own "giant" — the colossal box office hit, Edna Ferber's *Giant*, in the Charlottesville area of Virginia. The breathtakingly beautiful opening scene called for a Chesapeake & Ohio steam engine to make a powerful steamy and very smoky arrival, with a vintage passenger train, into "Ardmore," Virginia. The C&O could provide 1923-era passenger coaches, but, by that date, Chessie steam operations were over, and no suitable C&O steam was available for the "starring role," as many railfans felt this classic opening scene to be.

C&O's close neighbor, Norfolk & Western, came to the rescue in the form of a heavy, home-built Mountain-type, or 4-8-2. Class K1 No.100, just then leaving the Roanoke Shops following her last Class rebuilding on May 12, 1955 — a Class 3 rebuilding (see note at end) — was run through the Roanoke Paint Shop and, while she retained her original N&W number on the front number plate, headlamp sideboards and cab sides, the fireman's side of the tender was lettered CHESAPEAKE & OHIO, although in N&W late-steam-era-style lettering. The engineer's side of the tank was lettered NORFOLK AND WESTERN. (The C&O steam locomotive lettering we are most familiar with had a large "C" in Chesapeake, a large "&" and then a large "O" in Ohio. Ironically, when the huge Class T-1 2-10-4s were delivered to the C&O from Lima in 1930, they carried a style of lettering almost identical to that applied to the N&W loaner — all letters and the ampersand were the same height).

N&W company photographers were granted just enough time to record the unusual event for posterity. Stealing a few extra moments, she was quickly turned, and the engineer's side was also photographed. Later that day, she was run up the Shenandoah Valley line with a short freight train on a break-in run and then turned over to the C&O at Waynesboro, Virginia. From Waynesboro, she was run "lite" to the Charlottesville area. The actual scenes were shot at Keswick, Virginia, but the station signs were changed to "Ardmore" to match the location in the book. After several days of filming, the pristine beauty was returned to the Roanoke paint shop and the ashcat's side of her tender was quickly re-painted and re-lettered NORFOLK AND WESTERN.

***"CHESAPEAKE & OHIO" 4-8-2 100** was used in the opening sequence of the 1955 Warner Brothers' movie Giant **(top)**. The locomotive was really Norfolk & Western K1 Class 100, a 1916 product of the Roanoke Shops **(above)**, relettered for the movie.*

The N&W K1s

When built in the company shops, the K1s were the premier passenger locomotives of the Norfolk & Western and, with delivery of the Class K2 and K2a Heavy USRA 4-8-2s in 1919 and 1923, respectively, shared all main line passenger duties. Introduction of the famous Class J 4-8-4s in 1941 relegated the K's to lesser duties. The K1s rolled on 70-inch diameter spoked drivers and, as built, operated at 200 pounds-per-square-inch boiler pressure resulting in 57,200 pounds tractive force. (Boiler pressure was later raised to 220 p.s.i. and tractive force thus increased to 62,900 pounds.) Baker Type-1 (long frame) valve gear controlled the 29"×28" "oversquare" cylinders equipped with 16-inch piston valves. Weight of the engine as built was 347,000 pounds, of which 236,000 pounds was on the drivers. This was later increased to 353,900 pounds, with 240,700 pound son drivers. The original Class 9A tenders carried 9000 gallons of water and 14 tons of coal and tipped the scales at 64,500 pounds "emty." The K1s lasted until 1957 — No.102 was stricken from the roster in October 1957 — and 1958, when the remaining 15 locomotives were scrapped.

The first eight K1s, Nos.100 to 107, when built in 1916, were very poor steamers. Over 100 test runs were made with engine No.102 on the Christiansburg Mountain grade west out of Roanoke and the problem was traced to severe air flow restriction through the smokebox. The tests resulted in a newly design exhaust stand and a larger smoke stack and, as soon as the correct combination was found, the drafting problem was cured. The "One-Oh-Two" then steamed beyond expectations. The rest of the first group were soon retrofited with the revised smokebox fittings. With the building of K1s Nos.108 to 115 in 1917, also at the Roanoke Shops, the new exhaust stand and larger stack were incorporated, and all 16 K1s proved to be among the finest steamers on the N&W.

The tests with K1 No.102 also resulted in retrofiting a similar exhaust stand and larger smoke stacks to N&W Class Z compound 2-6-6-2s and Class M2 heavy 4-8-0s. All larger N&W steam locomotives in the future would feature the revised exhaust stand and larger diameter smoke stacks. The early USRA 4-8-2s, Nos.116 to 125 (built 1919) and 2-8-8-2s Nos.2000 to 2049 (also 1919), would later have these new stands and stacks. Mountain-types Nos.126 to 137 (built 1923), and all later 2-8-8-2s, would have a similar front end set-up.

Movie star No.100 was built in N&W's Roanoke Locomotive Shops in June 1916, construction number 208, and was the first large locomotive constructed there. Throughout her career on the N&W, and the brief stint on the C&O, she received several re-buildings and modifications and would serve the N&W until she was stricken from the roster during July, 1958.

She had pulled many different N&W coal tenders, the largest of which was a Class 18B, one-piece cast steel, water bottom 18,000-gallon, 26-ton version which seemed to match the beautiful lines of the engine perfectly. (Knowledgeable N&W aficionados refer to this as the K1-type tender, and it rendered the K1s possibly the most perfectly balanced in appearance of all N&W steam locomotives. Certainly I must

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Mostly B/W, Synchronized Sound, Maps and Graphics

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admit the K1s were my favorite N&W steam locomotives).

Used coal tenders

At the end of the steam era on most eastern U.S. roads, and during 1953 and '54, the N&W, seeking to achieve longer locomotive runs between water stops (which, in turn, eliminated many water stations over the entire system), purchased many out-of-service, higher capacity coal tenders from other roads, including the Atlantic Coast Line, Bessemer & Lake Erie and Chesapeake & Ohio (ex-Pere Marquette) at bargain prices. These replaced smaller N&W tenders and were used until the end of steam. Naturally, most of these tenders were not much more than scrap as the original owners had performed only minimal upkeep as the end of steam on these other roads was near at hand.

In addition to needed repairs, most of these tenders received a few modifications when purchased by the N&W. Many received new coal sheets, N&W-style corner steps and water gauges and, in most instances, a brakeman's "dog house" was added to the upper rear deck.

K1 No.111 received a Class H1c 22,000 gallon, 23-ton tender from Bessemer & Lake Erie 2-10-4 No.602. This tender was classed as 22-J by the N&W. Other ex-B&LE tanks were used behind Class Y3 and Y3a compound 2-8-8-2s. The huge 24,000-gallon, 27-ton ex-ACL tenders were the largest ever used on the N&W, and they rode on eight-wheel Commonwealth cast trucks. All ten of the tanks were virtually scrap iron when purchased, but were extensively rebuilt, re-classed as 24A and then placed behind the Class Y4 compound 2-8-8-2s (Nos.2080 to 2089).

No.100's tender

But what about that unusual tender behind No.100 during the filming of *Giant*? The tender was one of these secondhand tanks, and for a few days in 1955, she was again — for the second time — lettered for her second owner, the Chesapeake & Ohio, albeit on one side only. Delivered from the Lima Locomotive Works behind a PM Class N 2-8-4, it was first lettered C&O soon after the merger of the PM into the C&O on June 6, 1947. The tenders were placed in the C&O 22-RE Class.

The coal capacity of the ex-PM tanks was increased to 28 tons with changes in the interior coal sheets, thus reducing water capacity to 20,000 gallons. They were then re-classed as 22L. Eight K1s (Nos.100, 101, 102, 107, 108, 110, 112 and 113) received the Class 22L tenders.

The ruse

Thus, what was purported to be a C&O steam locomotive was in reality something else. This causes one to wonder just how many caught the tiny bit of chicanery for the film-makers.

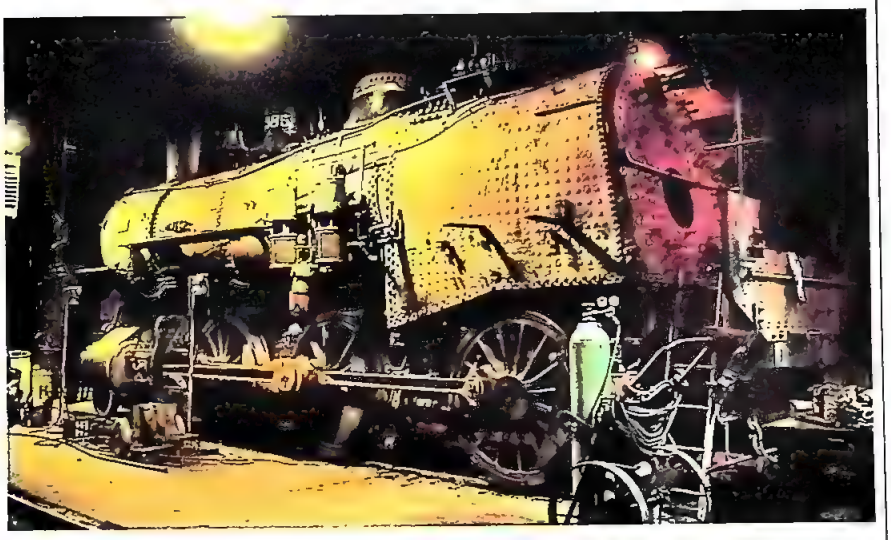
(*Note:* A Class 3 rebuilding on the N&W consisted of necessary repairs to firebox and boiler; renewal of all flues — except superheater flues, which were replaced as needed; tires turned or new and general repairs to machinery and tender. The various classes, of steam locomotive repairs were basically the same on most roads. There were usually One through Five classes).

Lineside Legacy

Preservation and restoration news

by JEFF TERRY

C&NW 1385 rebuild



***CHIGAGO & NORTH WESTERN TEN-WHEELER 1385** is undergoing heavy repairs to its boiler in the shop of the Mid-Continent Railroad Museum in North Freedom, Wisconsin. The work required removal of the cab to access some hard-to-reach staybolts (**below**).*

WORK IS PROGRESSING on the rebuild of Chicago & North Western 4-6-0 No.1385 at the Mid-Continent Railway Museum of North Freedom, Wisconsin. Back in July 1998, the engine was removed from service (see LINESIDE LEGACY, September 1998 R&R) for major repairs to the boiler and firebox. In February 2000, Mid-Continent announced that Becker Boiler of Sun Prairie, Wisconsin, had been awarded the contract for No.1385's boiler repairs, which will be paid for with a $200,000 ISTEA grant awarded to the museum by the Wisconsin Department of Transportation.

In preparation for the work, Mid-Continent volunteers have been busy stripping the locomotive of all appliances, boiler lagging and boiler jacketing. In February the shop crew was seen cutting 1385's old flues out of the boiler in preparation for the new set which will be installed by Becker, and removing the cab which will allow access to some hard-to-reach staybolts. Incidentally, all of the work is being performed on-site in the museum shop, and the current target for reassembly and steam-up is August 1st. This will allow 1385 to finish Mid-Continent's summer season and be ready for the very popular Autumn Color weekend in October.

TWO PHOTOS: JEFF TERRY

In other news, No.1385 has been added to the Wisconsin State Register of Historic Places. The engine was nominated last year by the museum and the application was approved by the Division of Historic Preservation of the State Historical Society of Wisconsin. The nomination will now be forwarded to the national level with the state's recommendation that No.1385 be listed on the National Register of Historic Places. This is quite an accomplishment, as only a handful of steam locomotives in the country are listed on the National Register. Thanks to Mid-Continent.

Roaring Camp's *Kahuku*

California's Roaring Camp & Big Trees Narrow Gauge Railroad has returned former Kahuku Plantation Company 0-4-2T No.3, the *Kahuku*, to service. On March 2, 2000, the newly-restored 1897 Baldwin was steamed up for the first time in almost 20 years at the RC&BT's shops at Felton, and after a few shakedown runs on the engine-house lead, the boiler pressure was built up to 150 and the engine steamed up the main line to Roaring Camp station and back. And as credit to the RC&BT's shop crew, only a few minor adjustments were needed before the engine was deemed fit for service.

This summer the 15-ton *Kahuku* is to be used to shuttle passengers from the

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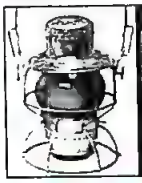

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railroad's parking lot to Roaring Camp station. It was originally built for hauling cars of sugar cane in Hawaii's Koolau mountains. The Roaring Camp & Big Trees acquired the engine in 1967 from the Sutro Museum in San Francisco which had displayed it since 1947. After receiving minor repairs, *Kahuku* pulled a few trains at Roaring Camp during the early 1970s, but was used heavily during the 1974 season when both the RC&BT's two-truck Shay No.1 and Heisler No.2 were down for repairs. During those trips, No.3 often required the assistance of former D&RGW narrow-gauge diesel No.50 to make the grade up Bear Mountain (No.50 has since moved on to the Colorado Railroad Museum). When the engine needed further repair work in the early 1980s, it was put into storage. Now, with No.3 back in service, the number of operational steam locomotives on the RC&BT roster is up to four.

Sierra Railway No.3

The state of California has made $250,000 available for repair and maintenance of the Sierra Railway steam collection at Railtown 1897 in Jamestown. Some of the money has been earmarked for the repair of Sierra No.3, the road's famous Ten-Wheeler which has appeared in hundreds of television shows, movies and commercials over the past five decades. As of late, the 1891 Rogers-built No.3 has been stored out-of-service inside the Sierra's shops awaiting major boiler work.

Other repairs have been underway on Railtown's operable Feather River three-truck Shay No.2 and 2-8-0 No.28, both of which are used to pull summer passenger trains. A newcomer to Railtown 1897 is former Pickering Company three-truck Shay No.7, which was last under steam on the Castro Point Railway (a project of the Pacific Locomotive Association) during the mid-1980s. Currently out of service, No.7 is reportedly a likely candidate for rebuilding.

Duluth & Northeastern No.14

The Fillmore, California, based Fillmore & Western has acquired former Duluth & Northeastern 2-8-0 No.14 from the Dodge City, Ford & Bucklin Railway of Dodge City, Kansas. The 14 is in good shape, having been steamed only a handful of times since the D&NE retired it in the early 1960s. It has been sitting for several decades as a static display, first at the Black Hills Central Railroad in South Dakota (where it couldn't be used because coal-burning engines cannot operate within the Black Hills National Forest), and then at the DCF&B whose plans for it fell through. As this column went to press, No.14 and its tender were loaded onto a Santa Fe flatcar that was heading for California.

Steam returning to Doe River Gorge

In January John Craft's SteamCentral web site (*www.steamcentral.com*) reported that efforts are underway in Tennessee to re-introduce narrow gauge steam trains to Doe River Gorge, using the long-neglected right-of-way of the Eastern Tennessee & Western North Carolina Railway near Blevins. The narrow-gauge portion of the ET&WNC was more commonly known as the "Tweetsie," and developed quite a following among railfans in its later years.

At the current time, two steam locomotives are under repair by Ken Riddle's Little River Locomotive Company, a major partner in the venture, and tracks through the Gorge are being rebuilt by the Doe River Gorge Organization, a Christian ministry group which owns the property. The East Tennessee Railway, which currently operates the old standard-gauge portion of the ET&WNC, is also a partner and is lending space in its engine house at Marion, North Carolina, towards the effort.

This is not the first time that tourist trains have run in the Gorge. Back in 1968, two miles of track were spiked down for narrow gauge trains operated by the Doe River Gorge Playland — a venture which soon failed. The rails were never removed, though, and the steam locomotive used by Playland was subsequently placed on display near the entrance to the gorge at Hampton. Today, this same engine is one of those under restoration by Little River. It was originally built for the Hummel Ross Fibre Corp in 1926 by Vulcan as an 0-4-0T, and operated for a number of owners, including LeRoy Lime and Crushed Stone, and eventually wound up as No.799 of the Lehigh Stone Company (of Lehigh, Illinois).

When No.799 was sold in 1965 to the Doe River Development Company (operators of Playland) it was rebuilt at Marion with a larger, oddly-shaped boiler and converted to a 2-4-2 with tender. It also received a badly-proportioned smokestack and headlight, plus the obligatory red cowcatcher. After the trains stopped running, No.779 was placed on display and has deteriorated considerably since that time.

The restoration of No.799 will see it converted into ET&WNC No.15, with the addition of a new boiler and many badly-needed cosmetic improvements, plus much running gear work. The whistle will come from long-scrapped ET&WNC 0-8-0 No.7. The other engine being rebuilt for the railroad is a former Apache Powder 0-4-0 fireless. Its running gear will be used to form a basically new locomotive with the addition of a boiler to be installed by Little River.

At the present time, there are no plans to operate regular public trips. Rather, the steam trains will be used to haul the Doe River Gorge Organization's campers on an occasional basis out to Pardee Point, a longtime ET&WNC landmark. Right now it is hoped to have the railroad in operation by this October — the 50th anniversary of the last Tweetsie train to operate through the Gorge. Incidentally, one of the original ET&WNC narrow-gauge 4-6-0s, No.12, survives today on the recreated Tweetsie at Blowing Rock, North Carolina, and which the Little River Locomotive Company is affiliated. Hopes are high that No.12 will be able to make a guest appearance at its former stomping ground sometime in the future. Thanks to *www.steamcentral.com*.

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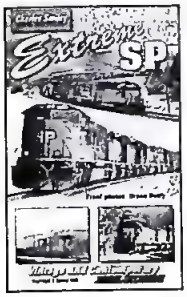
Charles Smiley Presents, 18351 Blackhawk St., Northridge, CA 91326, website: *www.trainmovies.com*; 112 minutes, $28.50 plus $2.00 shipping. CA residents add 8.25% sales tax.



The title to this video was a little off-putting to me, but probably refers to the fact that the very good content here presents several of the Southern Pacific's scenic, yet operationally challenging routes including the famed Modoc, Shasta, Donner Pass and Cascade lines, largely from the mid-1990s forward.

The tape is worth the price just for the closed (permanently in 1998) Modoc line coverage, a route that was a shortcut between Klamath Falls, Oregon, and the Western Pacific main line to the southeast. I have seen still shots of Cab Forwards fore, middle and aft, struggling to move the tonnage, but until now, I did not have an appreciation of the line. Running through lonely countryside and a few small towns, this high desert route is visually appealing for its solitude and low-light-angle possibilities. The coverage here, including some mid-1970s movies, communicates both the traffic flow and the operational problems brought about by the roller coaster profile which required helpers out of Alturas in both directions. Coverage is generally via chasing a number of eastbound and westbound freights. We pace a Cab Forward back in the good old days just to make us more envious. There are a few black & white shots of lineside stations, steam power, and vintage film coverage of a short freight on the Lakeview branch, originally narrow gauge.

Moving on, our next visit is to the Shasta line from Redding to Black Butte, starting with a nice morning northbound sequence on the famous Redding bridge. We learn why mid-train helpers are no longer permitted north of Dunsmuir, see current operations around there, and also watch switching moves at Mount Shasta City. Unexpectedly appearing next are nice shots of the McCloud Railway's non-turbocharged SD38s hauling lumber and woodchip cars to and from the SP interchange. At Weed, we watch a few movements of the Central Oregon & Pacific Railroad, another woodchip hauler, bringing loads to Black Butte. Coverage continues via enhanced, and very good, early 1990s amateur video of the Shasta Line shot in multiple seasons, including the hazardous spill on Cantara Loop which prompted the public relations runs of the 4449. The last major topic covered is the snow-fighting operation on Donner Pass, combining vintage film and modern video. We see flangers, rotaries, snowcats, spreaders and lots of snow around Soda Springs. This long tape wraps up with a montage of runbys shot on the

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covered lines from 1991 to 1995, bringing back memories of the SP when it was perhaps at its modern best before being absorbed by the Union Pacific.

As with other tapes from this producer, the well-researched narration is highly informative, communicating to us the history of the lines, motive power, operations and traffic. Most of the imagery is first class video, but there are some vintage film scenes. This tape was shot by several people having different eyes for composition (ranging from tight engine views to some more sweeping scenic inclinations), and is complimented by maps. Editing is good with an effort to use only good sequences that illustrate a point. Perhaps the only real flaw in the tape is the terrible condition of the paint on some of road's second generation motive power before new power was bought. Not perfect, but quite well done. — *Tom Kelcec*

Western Maryland's Big Six

Trackside Video, P.O. Box 234, Forest Park, GA 30298, 800/548-8476; 44 minutes, $24.95 postpaid.

WESTERN MARYLAND'S BIG SIX

There are Shays, and then there are Shays. The Cass Scenic Railroad runs Western Maryland No.6, properly adorned in WM livery — to my recollection, the biggest Shay built. In 1999, under the sponsorship of the Chesapeake & Allegheny Live Steamers (CALS), this engine pulled two oldish flatcars and an authentically steam-era painted WM caboose for a series of photo stops around Spruce, West Virginia, on ex-WM Elk River Branch trackage.

This 44-minute tape begins with scenes of No.6 around the Cass shop area, followed by Cass No.2 assembling the photo freight in the early morning light. We next ride up Cheat Mountain viewing No.6 both from the caboose behind her, and from the rear of the passenger train ahead. Once on the old WM line, there are several downgrade runbys along the sweeping curve there, each shot from a different angle. Good narration fills us in on the history of this WM trackage. Backing up to "Big Cut" and the Twin Bridges area, we witness more runbys, this time fairly backlit. While the haunting whistle produces good audio, the exhaust is minimal on the runbys since they are downhill on the branch, but the smoke is okay. (Too bad No.6 is too big for the only wye at Cass — many of the runbys would be better with the engine working uphill.) The tape ends with some shots of No.6 the next day on the regular run up Cheat Mountain, covered from multiple angles.

This is a quick survey of No.6 as you would have seen it as a participant during the CALS event. Videography is generally via standard railfan runby technique, sometimes with multiple cameras, with straightforward editing. Technically, the tape is good. There is no in-cab footage. Some viewers may wish for a longer tape with more varied angles and detailed coverage of the engine's machinery, or a history of it, but to gain an appreciation for the engine and the Cass operation and possibilities on the WM branch, this tape is a good start. — *Tom Kelcec*

The Best of the Midwest, Volume II

Pentrex, P.O. Box 94911, Pasadena, CA 91109-4911, 800/950-9333, website: *www.pentrex.com*; 97 minutes, $19.95 plus $4.00 shipping. CA residents add 8.25% sales tax.

This tape covers three short lines and three Class I main line operations. The Nebkota operation in the Sand Hills region of Nebraska, not too far from BNSF's Crawford Hill, is a slow-moving affair, here using an impeccably painted A-B-A set of F-units (since sold to the Canadian Pacific). We chase to its destination a train of covered hoppers in good sun, and manage a few scenic locations in an otherwise low-feature landscape. The Dakota Southern, also sporting attractively painted, clean power in the form of an Alco C420 and an SD9, offers us a covered hopper train, too, a brief cab ride and the scenic crossing of a very long bridge. Lastly, the Minnesota Central Railroad, linking the BNSF with the Twin Cities & Western, provides two spotless locos pulling a train of gondola cars loaded with clay. The heavy train stalls on a hill in spite of a pusher, and requires the following train to assist as well.

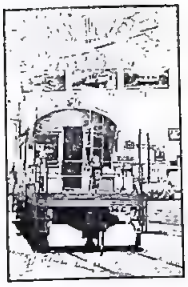
Main line coverage starts with the BNSF and includes a montage of shots such as Sandwich on the Galesburg raceway, freights on the St. Paul-to-La Crosse line, several shots of Amtrak, the Rum River bridge and the wonderful Northern Pacific depot at St. Cloud, Minnesota. We next sit at a few places on the CPR's line west of St. Paul and watch freights with a variety of modern power going towards and from Winnipeg. The third Class I visited is the Union Pacific at Ames, Iowa, where the old depot, now a shopping area, provides the backdrop for SD60Ms and EMD demonstrator action.

Technically the tape is fine, but sometimes the shots are a little tedious, albeit real (the slow-moving Minnesota Central train) or drawn out (shots of a number of the freight cars in each main line train). The Class I sequences also are a patch-work quilt of scenes of varying appeal with little to bind them together other than the same corporate parent. To me, the short lines are the reason to buy the tape, as they are rare, hard to get to, have attractive motive power and one has already changed forever. Pity the tape isn't devoted totally to them with more extensive coverage of each operation. — *Tom Kelcec*

Juice: The Final Three Electric Interurban Freight Survivors

Pentrex, P.O. Box 94911, Pasadena, CA 91109-4911, 800/950-9333, website: *www.pentrex.com*; 72 minutes, $29.95 plus $4.00 shipping. CA residents add 8.25% sales tax.

This tape, shot from 1998-'99, provides a very nice, current day look at the last three, regular service, electric freight interurban



operations in the U.S.A. I bet few of you (including me) know they exist. With their antique and very photogenic, double-ended freight motors, coupled with operating practices and track layouts of old, this tape is entertaining, educational and fills a subject matter void.

Our first stop is Wisconsin to visit the East Troy Electric Railroad, operated by the Wisconsin Trolley Museum. Normally using their 1944-built, 34-foot long, 53-ton motor for rural/suburban tourist operations, we see the railroad here moving stainless steel tubes for a nuclear power plant from an on-line shipper to the interchange track six miles away. Shots are mostly grade crossing and alongside-the-road views and include switching operations.

Down in San Antonio, the Texas Transportation Company runs through the city's streets to serve the Pearl Brewery, its owner (so that's why I liked the beer). Operations started in 1889 using mule power (beer predates electricity, of course) and in 1897 the line obtained a city charter requiring it to be an electric operation; hence its survival in that form. For once the lawyers did something right. This line is pure street running, including a switchback under I-35. The air whistle is neat, and the 1921 motor picturesque. This segment becomes even more interesting in light of owner Pabst's recent announced closing of the plant (which is the line's only customer), with brewery operations shifted to Fort Worth.

Last, in Mason City, Iowa, we see multiple motors on the Iowa Traction Railroad Company. This line's ethanol and soy-based traffic is growing, which should keep all of the motors busy for some time (certainly a much rosier future than what Texas Transportation is facing). There is a snowplow on the property, as well as a flanger. We review operating practices, the Union Pacific interchange and traffic patterns.

For each railroad visited, we witness numerous trackside scenes, see detailed shots of the equipment, learn about the history of the motors and the reason for the line (then and now). We ride the motor on each line and see how today's operations survive in an interstate highway and truck culture. Visual quality is very fine (only the East Troy coverage has cloudy skies as I recall), the narration helpful and non-obtrusive, and, of course, the motors quite quiet. Worthwhile viewing, especially if you are a traction fan. — *TOM KELCEC*

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Railnews

This month's top stories and photos

Merger Moratorium

STB TO REVIEW PROCEDURES: Not long after the announcement of the planned merger between BNSF and Canadian National, the Surface Transportation Board ordered a moratorium on railroad combinations for 15 months, pending an assessment of the agency's reviews and procedures governing mergers. In announcing the landmark decision, the Board cited the widespread service disruptions and resulting economic impact related to recently completed rail mergers, and noted that the BNSF-CN combination would likely lead to an industry-wide scramble to consummate further mergers. The decision came after a four-day series of hearings on the future of the rail industry that included testimony from railroad officials and major shippers — many of whom expressed frustration with service in the wake of the Union Pacific-Southern Pacific combination and CSX and Norfolk Southern's acquisition of Conrail. STB chairwoman Linda Morgan called the decision difficult, "but the current problems facing the rail sector are so extraordinary that an unprecedented response is necessary."

The Board's decision leaves the BNSF-CN combination in limbo, with BNSF chairman and CEO Robert Krebs telling the media the "merger is finished" if the companies must wait 15 months before their case is even heard. BNSF-CN contended that the Board could still consider their merger application *while* analyzing merger procedures. The companies immediately filed an appeal of the decision, saying they would suffer irreparable damage if forced to wait on their merger. Other railroads expressed support for the decision, with CSX's chairman, president and CEO John Snow commenting that it "is a recognition of the fact that the proposed BNSF-CN merger, or any other rail merger for that matter, is not in the public interest at this time."

Amtrak

THE EXPANSION BEGINS: Updating last issue's news items on Amtrak's Network Growth Strategy plan, the first of the new trains to get up and running is the *Lake Country Limited* service between Chicago and Janesville, Wisconsin, which began on April 15, 2000. Using the trackage of Metra's Milwaukee District North Line from Chicago to Fox Lake, then Wisconsin & Southern's former Milwaukee line to its terminus on the southeast side of Janesville, the train makes an intermediate stop at Glenview, Illinois. A stop at Walworth, Wisconsin, to serve the Lake Geneva resort market, will begin once station upgrades are completed. The *Lake Country Limited* leaves Janesville at 6:00 a.m. weekdays as train No.342, arriving Chicago at 9:20 a.m. On weekends, it departs Janesville at 6:15 a.m. as train No.344, arriving Chicago 9:05 a.m. (the shorter weekend running time is due to lighter Metra traffic in the commuter zone). The return trip, train No.343, leaves Chicago daily at 8:15 p.m., arriving Janesville at 11:05 p.m.

The next change to occur is daily service on the Chicago-San Antonio *Texas Eagle,* scheduled to begin on May 21st. With that change, the operating days of the through service to and from Los Angeles shift slightly. (Three times a week, through cars from the *Eagle* are added to the tri-weekly *Sunset Limited* at San Antonio, while once a week the *Eagle* operates independently through to L.A., thus providing quad-weekly service on the San Antonio-Los Angeles route.) The *Sunset* connection days remain the same, but the through *Eagles* will depart from both Chicago and Los Angeles on Wednesdays.

VIA Rail Canada

NEW FUNDING ON TAP: Calling it "the beginning of a renaissance for passenger rail in Canada," Canadian Transport Minister David Collenette recently announced a new funding package providing the nation's chronically-under funded VIA Rail system with $401.9 million in capital funds over the next five years.

Citing the importance of providing an environmentally-friendly transportation option for Canadians in order to decrease highway congestion and greenhouse gas emissions, as well as increasing tourism in Western and Atlantic Canada, Collenette made the money available for capital projects including fleet renewal, modernizing signals on VIA-owned trackage, infrastructure improvements on the Quebec City-Windsor corridor and station rehabilitation. VIA Rail has been asked to provide the transportation agency with a plan to detail exactly how the money will be spent. At the same time, Transport Canada and VIA Rail will develop plans to spin off certain remote and regional services to local operators who will focus on tourism.

"By providing VIA with important new capital funds," Collenette said, the Canadian government is "putting an end to the deterioration of Canada's passenger rail system, ensuring that VIA can operate safely and efficiently in the years to come."

SHORT LINES

Former L&N Line Reopened

CORMAN RESTORES SERVICE: R.J. Corman has reopened another portion of the former Louisville & Nashville line it operates in the Tennessee Valley northwest of Nashville. Service has been restored on nearly 20 miles of trackage between Clarksville and Cumberland City, Tennessee, in order to serve a Standard Gypsum plant in Cumberland City. Prior to the restoration of service in October, the line west of the Pasminco Zinc plant in Clarksville had not seen a train in 19 years. The railroad provides weekday service between Guthrie, Kentucky, and Clarksville, with trains continuing on to Cumberland City as needed. Traffic to Standard Gypsum is expected to reach six-to-ten cars per day this year. — *JOHN RILEY EDWARDS*

STEAM

C&O No.614 On the Block

4-8-4 TO BE AUCTIONED: With current owner Ross Rowland occupied with tourist rail service in British Columbia, famed Chesapeake & Ohio Greenbrier-type 4-8-4 No.614, the last main line passenger steam locomotive built by Lima Locomotive Works, is scheduled to be auctioned off. Licensed auction firm D.F. Barnhardt & Associates will handle the proceedings, set to occur on July 15, 2000, at NJ Transit's Meadows Maintenance Complex in Kearny, New Jersey. The morning of the auction, the engine will perform a live steam demonstration for bidders. No.614 was last used on a series of popular fall foliage excursions on NJ Transit between Hoboken, New Jersey, and Port Jervis, New York.

INDUSTRY

Supreme Court Rules on Crossings

RAILS NOT LIABLE: In a ruling that will have lasting significance for the rail industry, the Supreme Court on April 17th provided the nation's railroads with additional protection against lawsuits over allegedly inadequate warning devices at grade crossings. In hearing a case brought by the wife of a man killed after he drove into the path of a train at a crossing protected by crossbucks — but not lights and gates — in Gibson County, Tennessee, the justices voted 7-2, saying railroads are not financially liable if the equipment installed at a grade crossing was federally funded.

Writing for the court, Justice Sandra Day O'Connor stated, "Nothing prevents a state from revisiting the adequacy of devices installed using federal funds. States are free to install more protective devices at such crossings with their own funds, or with additional funding. What states can not do — once they have installed federally-funded devices at a particular crossing — is hold the railroad responsible for the adequacy of those devices."

The decision overturned a $430,765 judgement the man's wife had won against Norfolk Southern in 1993, after invoking a Tennessee law accusing the railroad of negligence in failing to install adequate warning devices. Lawyers for NS argued that the crossing protection had been installed under a state project that had been approved and financed by the Federal Highway Administration. A lower court judge had rejected the railroad's argument and awarded the sum, but the Supreme Court decision reversed that ruling.

TWO PHOTOS JOHN HEWITT

Dallas Museum Honors "Age of Diesel"

The Southwest Railroad Historical Society's Age of Steam Railroad Museum in Dallas, Texas, pays tribute to the Age of Diesel with two recent additions to their collection. From BNSF comes No.97, the last of the original nine Santa Fe EMD FP45 locomotives (left), and from Texas Industries' Midlothian cement plant comes Alco RSD1 No.8000 (above). The RSD1 was built in 1941 for the New York, Susquehanna & Western as No.231, and served the War Department on the Trans-Iranian Railway during World War II before making its way back to the U.S.

F.J. D.FALCO

Past Meets Present on FEC

As mentioned in R&R (see RAILNEWS, April 2000), with the completion of wreck-damage repairs to GP40-2 No.406, Florida East Coast has given the unit a new number, and a heritage-inspired paint scheme — though with the railroad's current logo. Similar to the FEC's 1940s-era livery, the unit is intended to honor the railroad's history and employees. Seen here in Fort Lauderdale, Florida, on February 16, 2000, there is talk that another FEC unit may join the 2000 in fresh heritage paint.

PHIL BORLESKE

CRANDIC's Yocum Connection

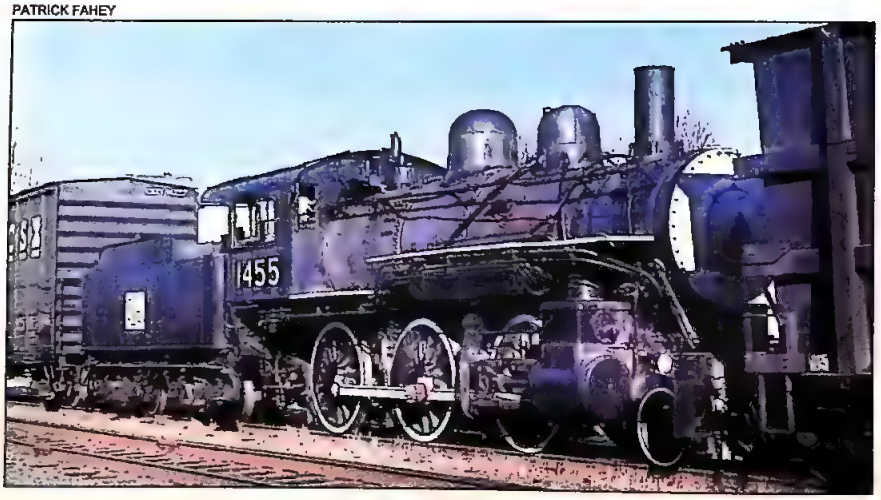
Cedar Rapids & Iowa City has a new route into Iowa City. Effective February 22, 2000, CRANDIC trains use their own ex-Milwaukee line between Cedar Rapids and Homestead, Iowa, then negotiate a new wye at Yocum Connection (named for an Iowa Interstate official) to reach Iowa Interstate trackage for the run to Iowa City. The change simplifies Iowa City interchange between the two roads, avoiding a steep grade and numerous street crossings at the previous interchange. One of the first CRANDIC freights to use the new route passes the Yocum Connection on March 6, 2000 behind a trio of GP35s and GP9 No.100. The original route remains in service for local customers.

DAVID BAER

F is Still for Freight

With the pending retirement of Bessemer & Lake Erie's remaining F-units, another railroad in the East has taken up the call of the covered wagon. Late last year, Ohio Central traded two Geeps to the Gettysburg Railroad for a pair of ex-Milwaukee Road F7s. Since then, the pair, numbered 1000 and 1001, have been used in regular freight service, but on February 29, 2000, the duo saw special duty hauling the road's ex-Pittsburgh & Lake Erie wrecking crane to assist in laying panel track. The train is seen rolling east through Riverside Park, Ohio.

PATRICK FAHEY



A Mogul for Danbury

Boston & Maine 2-6-0 No.1455, built in 1907, has a new home at the Danbury Railway Museum in Danbury, Connecticut. No.1455 was one of the last B&M steam engines in service, carrying commuters out of Boston until 1956. DRM purchased the Mogul from the Cape Cod Railroad, the former Cape tourist train operator, which had planned to restore it to service. The museum is planning its own restoration project as time and funds allow. No.1455 is seen in transit at Framingham, Massachusetts, on March 19, 2000, the day before its arrival in Danbury.

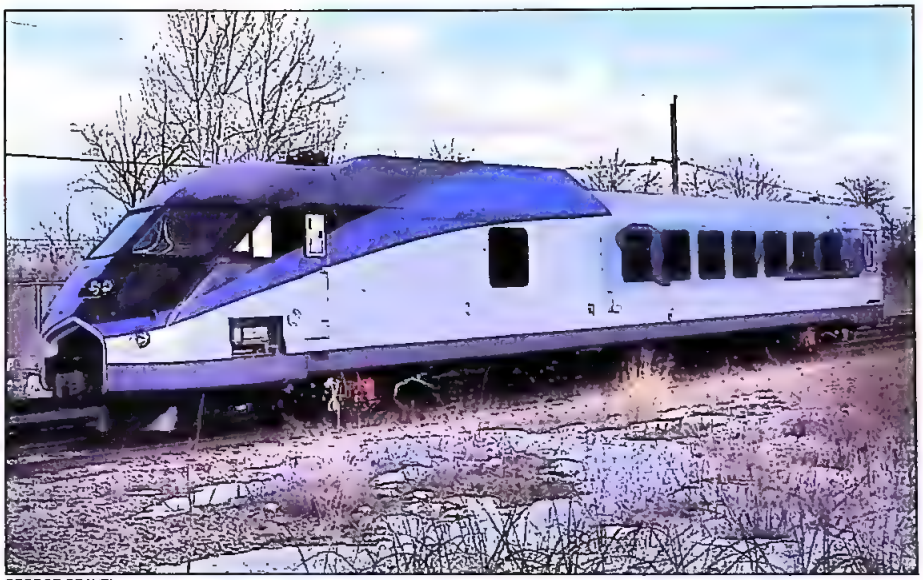
JIM BOEGER

Davis Junction's Railroad Heritage

Long a railfan gathering spot, Davis Junction, Illinois, once was home to The Track Inn, which billed itself as the only restaurant totally surrounded by railroad tracks. The Milwaukee Road main line (now the I&M Rail Link) was to the south, the Burlington's Rockford Branch (now Illinois RailNet) to the east, and the interchange track between the two covered the north and west. The eatery burned down a few years ago, but a new landmark celebrates the town's railroad heritage — a new water tank, seen towering over an I&M Rail Link freight with SD40 No.224 on the point, on December 18, 1999.

Rebuilt Turbos At The Ready

The first turboset to be rebuilt by Super Steel Schenectady for Amtrak's upstate New York Empire Service — soon to be dubbed Acela Regional — began in test service in April. If all goes well, the turboset is expected to enter revenue service in late spring/early summer. A second rebuilt set is expected to follow shortly thereafter. New York State is paying for the upgrades and if funding materializes, up to six sets may undergo the rehab. Rolled out of Super Steel's plant in late February, a rebuilt power cars shows off its new Acela paint.



GEORGE GRAVEL

R.L. EASTWOOD JR.

Farewell to the "Yellowbirds"

On March 12, 2000, the Philadelphia Chapter NRHS ran a "Farewell to the Yellowbirds" excursion using a set of four 1968-built St. Louis Car Company Silverliner III cars in the Airport Line yellow striping. The striping is scheduled to quickly disappear as SEPTA standardizes the scheme on its Regional Rail m.u. fleet with new red, white and blue striping. The Yellowbirds posed during a photo stop at West Trenton, New Jersey, terminus of SEPTA's R3 Regional Rail service.

SANDY BURTON

Another Alco for D-L

With the thorough rebuilding of RS3 No.4118, another working Alco has joined the Delaware-Lackawanna fleet. The unit was built for the Delaware & Hudson in October 1952, and later worked for the Ocororo Railroad, wearing No.4118 its whole life. The RS3 was rebuilt at the D-L's Scranton, Pennsylvania, shops, and sports a variation on its as-delivered paint scheme, with the D-L name replacing the D&H. On February 29, 2000, No.4118's second day in service, it was working a local in Scranton, receving an assist from C425 No.2461 on account of a balky battery (since replaced).

Great Smoky Mountains Railway

By Ernest H. Robi

YOU'VE ALREADY SEEN the Great Smoky Mountains Railway; you probably just don't realize it.

If mention of this picturesque line, tucked away in the twisting valleys of far western North Carolina doesn't ring your locomotive bell, consider this hint: You were there with Harrison Ford, Sandra Bullock and Jack Lemmon, among others.

That's right, the railroad scenes in such diverse movies as *The Fugitive* (the memorable crash between the prison bus and a freight train), *Forces of Nature* and *My Fellow Americans* were all filmed on this versatile short line that, when not busy hauling thousands of tourists or a handful of freight cars, will also deliver Hollywood glamour, many miles from Tinseltown.

With an eclectic collection of rolling stock that includes four colorful Geeps, a former U.S. Army 2-8-0 oil-burner, passenger cars ranging from fully-equipped diners to home-built, open-sided tourist cars and a route that includes big bridges over mountain rivers, this current resident of the one-time Norfolk Southern (ex-Southern Railway) Murphy Branch, could be called one of the best-kept secrets of the East Coast — if it weren't for the fact that so many travelers to the Great Smoky Mountains have already discovered it. Sometimes described as the most successful tourist line east of the Mississippi, the Great Smoky Mountains Railway has found some of its success from looking beyond just being a tourist line — or at the very least beyond what most people consider the basic role of a tourist line.

At its core, the GSMR appears to thrive not just from its fortuitous location but also from what can best be described as a cheerful commercialism. If it's in the tourist railroad repertoire, the GSMR will provide it for you; if it's railroad related memorabilia, the

GSMR will sell it to you. Not only does the GSMR provide your basic out-and-back trip in one of several classes of accommodations (from club cars to open cars, and a caboose that can be chartered by groups) on three different segments of track, but the line also offers (when seasonally appropriate): Easter Bunny trains; Santa Claus trains; dinner trains; murder mystery trains; a New Year's Eve gala train and a *Thomas the Tank Engine* visit.

Want to ride a steam train up the Nantahala River Gorge and make the return trip by chartered river raft? No problem. The GSMR is happy to provide that, too. Want to have a full lunch at a restaurant during the train's layover at the Nantahala Outdoor Center? The GSMR is happy to book a reservation for you, when you purchase your train ticket.

At the same time, the GSMR will also sell you almost anything railroad-related, from toys to railroad-themed apparel, at one of its souvenir shops. The store adjoining the line's headquarters office in Dillsboro, North Carolina, may well be the largest railroad-themed shop in the western half of the state. Smaller shops are found at its depots and in vending cars on its trains. These shops will not only sell you videos about the railroad; they will gladly even sell you tapes of the theatrical movies that had scenes filmed on the railroad.

Yet, though the Great Smoky Mountains Railway makes no effort to hide that it is very much a commercial enterprise, it is not pushy about its offerings. And, during multiple trips to GSMR country, I never encountered a current or previous passenger who wasn't having a good time. (One travel industry professional who corresponded with me about the line praised the food and service on the dinner train, but was less than enthusiastic about seeing line-side trailer parks and an automobile graveyard between Dillsboro and Bryson City.) At restaurants and motels in Dillsboro, adjoining Sylva, and Bryson City, I encountered smiling tourists wearing GSMR sweatshirts, talking enthusiastically about their recent rides.

STEAM POWER ON THE GREAT SMOKY MOUNTAINS RAILROAD is provided by former U.S. Army 2-8-0 1702. The Consolidation rambles westbound through a short section of open countryside on October 22, 1999 (opposite left)**. The locomotive receives a check and lubrication prior to its departure from Dillsboro, North Carolina** (opposite bottom)**. Travelers in open cars are well rewarded with vistas of Fontana Lake on the way to Nantahala Gorge on the GSMR** (above)**. GP7 711 has arrived from Bryson City from the west and is tacked to the rear of a tourist train waiting to head to back to Dillsboro** (below)**. The Geep still wears movie makeup, lettered for the fictional "American Federail" for the 1999 movie *Forces of Nature*. A block from the GSMR depot in Bryson City, the local chamber of commerce has bought into the town's expanding railroad theme, housing its offices in a caboose** (bottom)**.**

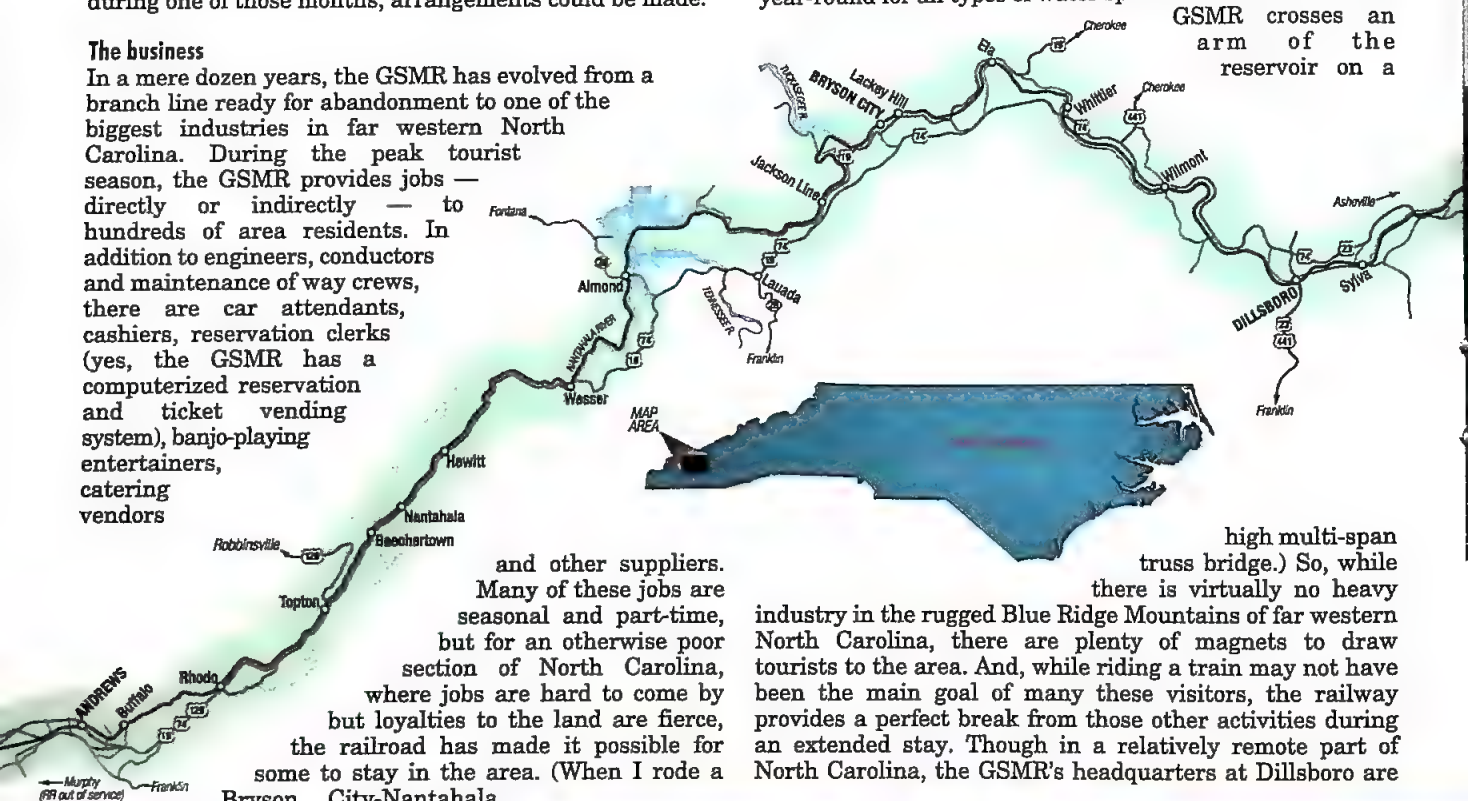
The operators of the line have cleverly divided the mere 52 miles between Bryson City and Andrews into three overlapping segments, covered by individual trains operating Dillsboro to Bryson City, Bryson City to Nantahala Gorge, and Andrews to Nantahala Gorge. On special occasions, a single train may operate over a longer segment of the line, usually when chartered or sponsored by a group outside the peak tourist season. But, having divided the line into three segments and operating trains that usually poke along at 20 miles per hour, the GSMR is able to field as many as seven trains a day during weekends of the peak tourist season (that's two-each departures from Dillsboro, Bryson City and Andrews, and an evening dinner train). Most days, however, have fewer trains, so be sure to consult a schedule before planning a trip. During peak seasons, these trains can stretch to 15 sold-out cars.

Of course, the volume of travelers drops off sharply during the late fall and winter months. Though the GSMR is almost a year-round operation, December sees primarily a handful of Santa specials, and no trains are scheduled

during January, February, and the beginning of March. But, in talking with the railroad's employees, one gets the impression that if a large enough group really wanted to ride a train during one of those months, arrangements could be made.

The business

In a mere dozen years, the GSMR has evolved from a branch line ready for abandonment to one of the biggest industries in far western North Carolina. During the peak tourist season, the GSMR provides jobs — directly or indirectly — to hundreds of area residents. In addition to engineers, conductors and maintenance of way crews, there are car attendants, cashiers, reservation clerks (yes, the GSMR has a computerized reservation and ticket vending system), banjo-playing entertainers, catering vendors and other suppliers. Many of these jobs are seasonal and part-time, but for an otherwise poor section of North Carolina, where jobs are hard to come by but loyalties to the land are fierce, the railroad has made it possible for some to stay in the area. (When I rode a Bryson City-Nantahala round trip in October 1999, the car attendant was a young college graduate of partly Cherokee Indian ancestry who had returned to the mountains after completing his degree.)



To understand just how big an industry the GSMR has become, consider that as this feature was being completed, the line was estimating 1999 ridership of about 200,000, based on still incomplete figures for the year. By comparison, the popular Grand Canyon Scenic hauls some 160,000 people per year and the Cass Scenic in West Virginia 72,000.

The location

The Great Smoky Mountains National Park, straddling the North Carolina-Tennessee border, is the most visited park in the Federal system, and has been severely overcrowded at times — at least in the areas bordering the main roads.

The adjoining Cherokee Indian Reservation, once largely known for tacky tourist traps, has tried to reshape its image and now features both a new museum of Indian heritage (in addition to the long-existing Oconaluftee Village living museum) and legalized gambling. Many residents of the reservation and nearby towns are descendants of Indians who escaped the forced westward displacement of the Cherokee (known as the "Trail of Tears") by hiding from U.S. troops in caves along the Nantahala River Gorge. These caves are visible from the GSMR tracks in the gorge.

The Nantahala River itself has become a mecca for white-water rafters and kayakers. During late spring and early summer, when both the water temperatures and water levels are up, you can almost walk from bank to bank without touching water — with all the rafts and kayaks. Fontana Lake, a huge artificial reservoir that is part of the Tennessee Valley Authority generating system, is popular year-round for all types of water sports and recreation. (The GSMR crosses an arm of the reservoir on a high multi-span truss bridge.) So, while there is virtually no heavy industry in the rugged Blue Ridge Mountains of far western North Carolina, there are plenty of magnets to draw tourists to the area. And, while riding a train may not have been the main goal of many these visitors, the railway provides a perfect break from those other activities during an extended stay. Though in a relatively remote part of North Carolina, the GSMR's headquarters at Dillsboro are

AT BRYSON CITY, GP9 777 has run around its train and is now getting ready to cut a downtown crossing to permit passage of automobile traffic while the train lays over (opposite top). **Meanwhile, at Bryson City's former Southern Railway depot, Consolidation 1702 is also taking a break** (opposite bottom). **The ex-Army steamer is in charge of a train as it crosses the Tuckasegee River on the west side of Bryson City** (above). **A diesel is tacked on the rear of the train to assist on steep grades and to lead the train back home, as there are no on-line turning facilities for the steam locomotive.**

less than three-and-a-half hours driving time from Atlanta, Georgia. By comparison, central North Carolina cities such as Raleigh and Durham are more than five hours by car.

History

The line between Murphy and Asheville, North Carolina, was once a through route — though never really a main line — on the Southern Railway. At Asheville, the line connected with routes in three other directions (east toward Salisbury; northwest into Tennessee and southeast toward Spartanburg, South Carolina, over famed Saluda grade). At Murphy the line connected to a Louisville & Nashville (L&N) route south to Marietta. With abandonment of the ex-L&N line into Murphy from the southwest, the Murphy Branch became a stub-end line. Though industries on the far eastern segment, between Asheville and Waynesville, continued to justify operations, track west of Waynesville quickly became a candidate for abandonment. Norfolk Southern, successor to Southern Railway, filed in 1988 to abandon to the 67 miles west of Dillsboro.

North Carolina, wanting to keep its transportation options open for the far western part of the state, stepped in and bought the line, leasing most of it to the Great Smoky Mountains Railway, formed by a group of shippers and investors. The GSMR later purchased the right of way between Dillsboro and Andrews. The far western segment, 15 miles from Andrews to Murphy, are out of service, but the right of way is intact, still under state ownership. (For information on North Carolina's rail corridor program, see the December 1999 R&R.)

Today, freight is rare, and handled on an as-needed basis, usually at night. The GSMR is probably its own best freight customer, interchanging tank cars of diesel fuel and other supplies from Norfolk Southern between Dillsboro and Sylva. (The downtown Dillsboro tracks are needed for long passenger trains.)

Impact

It's impossible to overstate the impact (of all kinds) that the GSMR has had on its area. Though most merchants in the small towns on the line appreciate the additional tourism that the railroad has brought to their area, they also sometimes find all parking on their block taken up by people who've just boarded a train. "No train parking" signs have sprouted at a number of locations but aren't always heeded. Tour buses come to the small towns from far and near to funnel passengers to the GSRM — and sometimes nearly

New Owners for GSMR

As this feature was being completed in December of 1999, the Great Smoky Mountains Railway was in final negotiations with American Heritage Railways — owners of the Durango & Silverton tourist line — for sale of the GSMR to that company. The sale was finalized on December 23, 1999.

"We see it as a good move that will allow [the GSMR] to grow," said GSMR President Joan MacNeill. MacNeill noted that her husband, GSMR founder and previous president Malcolm MacNeill, was now in his 70s and wanted to hand off operation of the railroad to others.

Asked why the GSMR had chosen to enter into negotiations with the owners of the Durango & Silverton, she said she and her husband wanted owners with successful tourist railroad experience — something they saw as key to the continued prosperity of the GSMR and the area in which it operates.

As this is written, American Heritage Railways was making plans to kick off the GSMR's 2000 operating season with a new herald and a new Tuscan red and gold paint scheme.

overwhelm the small towns, which were never designed to handle waves of tourists arriving hundreds at a time.

Entire blocks of the small towns have been turned into parking lots to support the railroad traffic. (Some of the parking is free; at other locations, owners charge a fee.) Neither were these small towns designed to have 15-car passenger trains parked in their downtown areas, tying up key cross streets. The GSMR does its best to accommodate local residents by cutting these crossings while trains are laying over, but inevitably there are traffic tie-ups when trains first arrive or are put together just prior to departure.

Railfanning the GSMR

Though its operation is relatively simple and predictable, and trains stick to their schedules with a precision that would be envied by Amtrak and commuter railroads, a close look at the Great Smoky Mountains Railway requires at least two days. You'll need one day to scout locations and make photos. Set aside another for a ride from Bryson City to the Nantahala Gorge.

With train traffic the most frequent on the two easternmost segments between Dillsboro and Bryson City and Bryson City and Nantahala Gorge, a base in Sylva (a larger town adjoining Dillsboro), Dillsboro or Bryson City makes sense. Accommodations, ranging from campgrounds within view of the tracks to hotels and motels, are plentiful in the area. (Even if you stay in Sylva, a morning steam train departure out of Bryson City is only a half-hour away by four-lane highway.)

Weekends typically have the most trains scheduled, but during peak seasons, the available rooms in the area can fill up quickly, so either arrive very early in the day or book ahead. Plan ahead by requesting the GSMR's schedule brochure or printing out its on-line schedules from the line's web site (*http://www.gsmr.com*).

Dillsboro has the GSMR's largest store, and it's worth at

GREAT SMOKY MOUNTAINS GP7 711 trails a homeward bound train as it crosses the Tuckasegee River east of Bryson City on October 22, 1999 (above). **Sharing switching duties at Bryson City on September 18, 1998, are GP35 223 and GP9 777** (below).

least a brief visit, if only to pick up a GSMR pin for your hat or jacket. Children will enjoy the range of railroad-related toys and apparel. The line's shops and major yard are just west of Dillsboro, but are not accessible to the public, being completely fenced in.

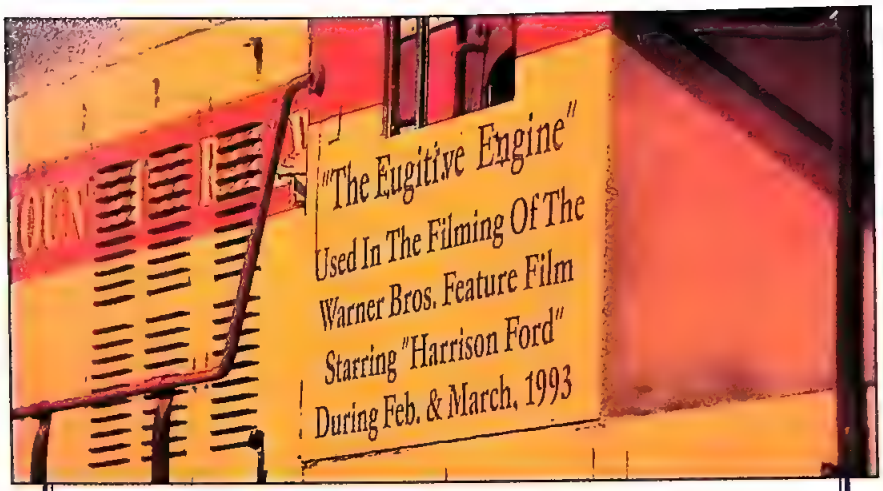
A prime photo location between Dillsboro and Bryson City is the large Tuckasegee River bridge just off U.S. highway 19 (from downtown Bryson City, take 19 toward Cherokee.) During parts of the year, this bridge is already in shadow by mid-afternoon, however.

The same is true of many other locations because the line runs much of the way on winding track in narrow valleys. So, photo locations that may work at one time of the year (or particular time of the day) won't work at others. You'll need to scout out locations at the time you are visiting.

The neatly maintained Bryson City depot provides an attractive element for photos of trains departing or laying over there. West of Bryson City, the line again crosses the Tuckasegee on a hefty truss bridge and is then accessible at a number of grade crossings before the line enters an unpopulated area adjoining Fontana Lake. Sprint ahead by car to see and photograph the train on the Fontana Trestle, a high, four-section truss bridge. Morning views are available from the south shore of Fontana Lake. Heading west on U.S. 74, turn right onto N.C. 28, and, before crossing the lake, turn right onto the road to the Almond Boat Park. Park in the boat launching facility and walk a short distance east along the shore.

In the afternoon, the best view is from N.C. 28, several miles in along this highway after crossing an arm of the lake. You'll need a long lens or binoculars for this view. West of Fontana Lake, both U.S. 74 and the railroad follow the Nantahala River Gorge featuring a variety of locations with views across the river to the tracks. Though there are some pull-outs where you can park along the river, particularly west of the Nantahala Outdoor Center, be extremely careful when pulling off the highway. These pull-outs are used by the large-tired buses of the commercial rafting enterprises to launch and retrieve rafts. The unpaved areas often do not line up with the pavement and may in fact have a several-inch drop-off.

If you check the Great Smoky Mountains Railway schedule before planning your trip, you won't have to worry about whether you'll see any trains on this route. And, if you ride, you'll probably be among the smiling crowds in the nearby towns afterwards.



Movie-Making in the Mountains

How did the Great Smoky Mountains Railroad get into the movie business? The producers of the movie version of *The Fugitive* "came to us and asked us, 'Would you consider wrecking a train?'" reports GSRM President Joan MacNeill. The management's initial reaction was to inform the production company that the railroad normally tried to avoid doing something like that, but then began to consider how the train-bus collision needed for the pivotal scene in the movie could be done safely.

Not only did the complex scene require construction of a special spur track, but crews from the GSMR staged several test derailments during daylight before filming the final crash scene at night, using a train led by gutted retired diesels purchased specifically for the wreck scene. The wreck train was pushed from behind by GSMR diesels.

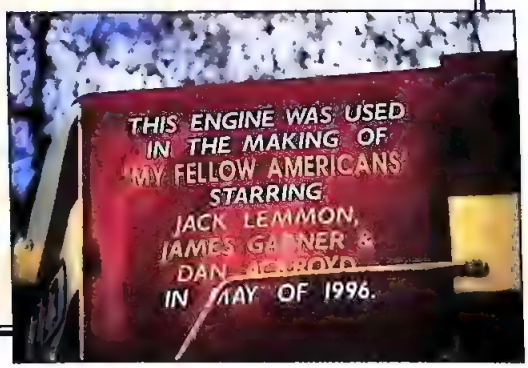
After that, MacNeill said, other inquiries for movie work began to trickle in — without the GSMR ever having to advertise or otherwise seek this kind of work. "Movie-making is a small community, and we quickly found we had a good reputation as a film-friendly railroad," she said. The GSMR's emphasis on doing this work safely further enhanced its reputation in this area.

North Carolina, with its varied terrain, ranging from coastal islands to the Blue Ridge Mountains, was already a leading state for movie production. Large indoor studios, some of which are the permanent homes of network television series, are available in Wilmington, on the coast. And over time, a variety of companies supporting location filming have developed around the state, building expertise and experience in various areas.

MacNeill noted that few railroads, particularly in the eastern U.S., have both the variety of terrain of the GSMR, and complete control over 52 miles of track. Many tourist railroads are only tenants on tracks owned by a freight railroad and are not easily able to simulate a range of train types. As needed, the GSMR can offer scenic riverside trackage, high bridges, a scenic small-town station or undeveloped rural areas where special sets could be constructed. At the same time, the GSMR is willing to paint and letter its rolling stock for specific projects. And, these film projects then bring the railroad additional publicity. Movie scenes shot on the line have involved both freight and passenger trains.

And, though the railroad and nearby lands provide unspoiled areas that could represent many parts of the United States, movie casts and crews will still find quality accommodations and restaurants nearby, helping to keep location costs — including travel time to those locations — down. In addition to the theatrical movies mentioned in the main article, the GSMR has also been the setting for several music videos.

— *Ernest H. Robl*



GREAT SMOKY MOUNTAINS GP9 777 proclaims its starring role with Harrison Ford in *The Fugitive* (above). **GP35 223's movie credits include *My Fellow Americans*** (left). **Also filmed on the railroad was *Forces of Nature*, which featured GP7 711 painted for "American Federall."**

Indiana & Ohio's DT&I Subdivision

New life for Henry Ford's railroad

by Bradley McClelland

PHOTOS BY THE AUTHOR EXCEPT AS NOTED

IT'S BEEN MORE than three years since the Indiana & Ohio took over operations of the former Detroit, Toledo & Ironton from the Grand Trunk Western in western Ohio, and it's certainly been an interesting period on the ex-DT&I. Like Forrest Gump said in the movie, "Life is like a box of chocolates, you never know what you're going to get."

This is true when you see an I&O train delivering freight between Detroit and Cincinnati. The locomotives could be in a variety of paint schemes from Canadian National, Grand Trunk Western, former Burlington Northern, three different I&O paint schemes or a rainbow of leased power. In a world where everybody is merging with everybody else and using modern, high-horsepower locomotives, it's refreshing to see GP30s, '35s, '38s and GP40s on a freight drag. This article will take a look at two of the three sections of the DT&I Subdivision: North (Diann, Michigan, to Lima, Ohio) and Middle (Lima to Springfield, Ohio), plus the trackage rights over Norfolk Southern from Springfield to Cincinnati.

It's funny how things change. The Indiana & Ohio started out on June 21, 1979, with an unwanted, 26-mile Conrail branch in southeast Indiana and southwest Ohio. This branch was the former New York Central Whitewater District from Valley Junction, Ohio, to Beeson, Indiana. The I&O still operates this branch from Valley Junction north to Brookville, Indiana. Oddly enough, the first locomotive I&O purchased was a Baldwin DS-4-4-1000, a former Seaboard Coast Line unit. It was painted in the I&O's white-and-red (with orange pinstripes) scheme and was numbered 91.

Since 1979, the I&O has taken over lines from CSX, Conrail and GTW, mostly in Ohio. But things stayed basically the same until 1996 when two important events were starting to unfold. On June 4, 1996, RailTex purchased the Indiana & Ohio Rail Corporation stock. Just before that, on April 15, 1996, Grand Trunk Western's parent, Canadian National, announced that the former Detroit Toledo & Ironton track south of Diann, Michigan (to Springfield, Ohio), was for sale. The possessions offered for sale included 230 miles of rail operations with 75,000 annual carloadings. In a $22 million deal, RailTex was chosen from assorted bidders for the line. On February 15, 1997, RailTex's acquisition of the former DT&I, once known as "Henry Ford's Railroad," was complete.

Henry Ford's Railroad

Before continuing into current operations, we need a little history lesson. The DT&I was formed by three different railroads, the first being the Iron Railway which opened late in 1851. The Iron Railway was built in southeast Ohio and tapped into the rich hills of Lawrence County, hauling minerals to the Ohio River in Ironton. North of Ironton, the Springfield, Jackson & Pomeroy Railroad (SJ&P) was incorporated in 1874. The railroad started around the Jackson and Wellston areas and built north to

Springfield by 1878.

In 1880, the Springfield Southern Railroad took over operations of the SJ&P and, in 1881, it was acquired by interests of the Indiana, Bloomington & Western and renamed the Ohio Southern Railroad (OS). The introduction of capital allowed the Ohio Southern to begin building a line north of Springfield to Lima in 1892. It was finished in 1893.

In 1895 the Detroit & Lima Northern Railway (D&LN) was incorporated to build a line from Lima north to Toledo and Detroit. The D&LN and OS were then combined into the new Detroit Southern Railway (DS) in 1901. Then, in 1902, the Iron Railway joined the fold. With trackage rights over the Baltimore & Ohio Southwestern from Bloom Junction, Ohio, to Jackson, Ohio, the Iron Railway connected with the main part of the DS system. In 1903 the DS went bankrupt and it was released from court protection in 1905 as the Detroit, Toledo & Ironton Railway. Over the next 15 years the DT&I barely made any money, and it looked like an another trip to the bankruptcy court was in store.

With an interest in railroads, Henry Ford purchased the DT&I in the summer of 1920. Ford rebuilt the DT&I, making for one of the most remarkable comebacks in railroad history. In the fall of 1928 Ford sold the DT&I to Pennroad Corporation, a financial subsidiary of Pennsylvania Railroad. Under the PRR ownership, DT&I obtained PRR trackage rights into Cincinnati from South Charleston, Ohio. The PRR controlled the DT&I until the Penn Central era. It was later sold off to assist in paying off Penn Central creditors. The DT&I was finally independent! With several line abandonments by Penn Central and Conrail, the route was changed to its present Norfolk Southern route (former New York Central) between Springfield and Cincinnati.

From GTW to I&O

Fearful of competition from trucks and neighboring railroads, the DT&I needed to secure its connections and expand its market. In stepped the Grand Trunk Western. The GTW's acquisition of the DT&I came on June 24, 1980. The DT&I retained its corporate identity for a brief time, but finally perished on December 31, 1983, when it was merged into the GTW. The GTW abandoned or sold the former DT&I main south of Springfield all the way to Ironton, Ohio. The first to be abandoned, in 1982, was the Ironton Branch from Bloom Junction to Ironton, the former Iron Railway. That same year, the Washington Court House, Ohio, to Waverly, Ohio, segment was abandoned. The DT&I had trackage rights over the B&O and C&O from Washington Court House to Waverly, though these rights only lasted from 1982 to 1984.

The next cuts came in 1984 with the abandonment of the Jackson, Ohio, to Waverly section. Then, in 1990, the GTW sold the Springfield to Washington Court House segment. In order to preserve rail service to this important agricultural area of Ohio, Clark, Champaign and Fayette counties joined together to form the West Central Ohio Port Authority. The Port Authority acquired 28 miles of the to-be-abandoned GTW track, and today this line is operated by the Indiana & Ohio Central as part of the I&O's DT&I Subdivision.

The big date in western Ohio came on February 15, 1997, when the Indiana & Ohio took over operations of the former DT&I main from Springfield, Ohio, to Diann, Michigan. With respect to its historic name, the line became Indiana & Ohio's DT&I Subdivision. I&O now hauled the goods from Detroit to Cincinnati, instead of GTW.

At first it looked as though things would not change much, but change did come. The track that I&O took over from GTW was in a sorry state. After 17 years of neglect, almost the entire former DT&I was plagued with speed restrictions of ten-to-25 miles per hour. The I&O began a $10 million massive track rebuilding and, in less than two years, the speed limit on the system was up to Class IV standards of 49 m.p.h.

A SCENIC HIGHLIGHT of the Indiana & Ohio's ex-DT&I line is the steel girder bridge over the Great Miami River in Quincy, Ohio. Behind power from sister RailTex road Central Oregon & Pacific, train No.260 crosses the impressive structure on its journey from Flat Rock, Michigan, to Cincinnati, Ohio, on April 24, 1999 (opposite top)**. DT&I's Grand Trunk heritage is in evidence on March 16, 1991, as train No.376 crosses CSX trackage at Carleton, Michigan, about five miles from Flat Rock Yard** (below)**.**

DAVID PATCH

ON THE OHIO-MICHIGAN BORDER at Metamora, Ohio, Indiana & Ohio GP40 No.6742 heads south with train No.258, bound for CSX's Queensgate Yard in Cincinnati, Ohio, on November 17, 1997.

Another "big day" came on August 1, 1998, when Central Properties, Inc., (CPI) began operations as the newest member of the RailTex team. CPI consists of two railroads in Ohio and Indiana, the Central Railroad of Indianapolis (CERA) and the Central Railroad of Indiana (CIND). Now that the CERA and CIND are under RailTex control, the I&O has gained service to the Ohio River near Cincinnati over the CIND. This opens the market for barge loadings of commodities such as grain and steel.

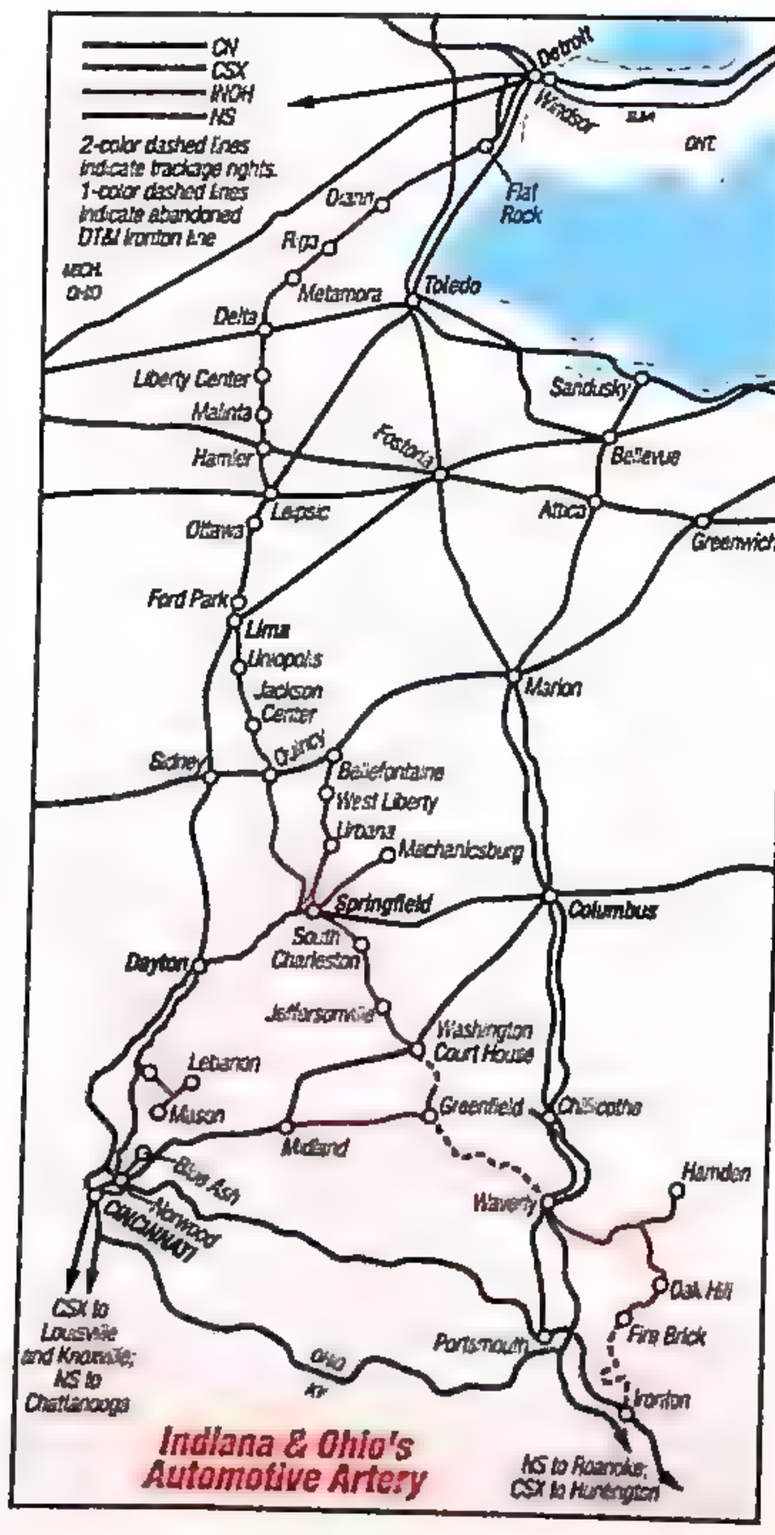
The next change occurred in February 2000, when short line conglomerate RailAmerica, based in Boca Raton, Florida, acquired RailTex.

A medley of motive power

When I&O operations first began on the former DT&I, the trains operated with GTW locomotives under mileage agreements or, occasionally, with an older I&O locomotive. But that began to change in March 1997 when the I&O purchased used power and unveiled a new paint scheme — an attractive red livery with orange bands, white pinstriping and silver trucks. The first I&O engine to receive new paint was GP30M No.87 (former CSX 4233). By March 22, 1997, a batch of ex-BN and ex-CSX GP40s began showing up in the new paint as well. In August 1997, the I&O acquired ten former Burlington Northern (ex-Frisco) GP50s, numbered 3100-3109 and still wearing BN green.

With a medley of leased power and the newer I&O diesels, the GTW locomotives went back home. The newly painted I&O units only latest about one year, as the newer I&O GP38 and GP38-2 locomotives were delivered in the RailTex scheme; red and gray with a white strip.

But in early 2000, Canadian National diesels were back on I&O rails to help out. Making things even more colorful on the I&O, several Central Oregon & Pacific (CORP) units and two Indiana Southern (ISRR) GP40s (Nos.4038 and 4040) have been helping out (CORP and ISRR are members of the RailTex family). In February 2000 the I&O leased two SD40-2s, Nos.4082 and 4083, from First Union Railcar. These former Canadian Pacific units where delivered in the RailTex scheme with IORY under the cab. These represent I&O's first six-motor units. At present, there are 32 locomotives on the I&O roster.



Railfanning the DT&I

If you are in Western Ohio to see I&O action, it is very easy — in fact, it's almost too easy. The I&O uses track warrants to operate train traffic on the DT&I Subdivision. There is a great deal of radio communication with the track warrants, so you know exactly where the trains are located. The I&O broadcasts on ARR channel 74 (frequency 161.220) on the DT&I subdivision. Does that frequency sound familiar? It should, as it was the former DT&I frequency. I&O crews do call signals, and this generally applies to approach signals to interlockings and the interlocking itself. After passing by each hot box detectors, crews will broadcast on the radio "No defects, H.B.D. Number Five" or whichever number applies. Locals and freights in and around Cincinnati use AAR channel 85 (frequency 160.385). This was the original I&O yard channel.

I&O freight's have trackage rights over Norfolk Southern (former Conrail, ex-New York Central) rails from Springfield, Ohio, to Cincinnati. These freights exit the I&O's Urbana Subdivision (former Erie Lackawanna Dayton Branch from Marion to Dayton, Ohio) at CP 188 (former NYC Cold Springs tower) and enter the present day NS Cincinnati Line west of Springfield. The DT&I crosses the Dayton Branch at EL's Maitland Tower (Springfield), but in October 1977, the Maitland Connection Track was built off the DT&I to the EL at Maitland. Cincinnati-bound DT&I trains would then exit the DT&I at Maitland with trackage rights over the EL to Cold Springs tower (CP 188) then the NYC to Cincinnati. The EL and NYC had joint tracks from Cold Springs (CP188) into Dayton. Today, I&O trains travel on the DT&I Subdivision to Maitland and around the Maitland Connection Track to the Urbana Subdivision, then to CP 188 and on to the NS Cincinnati Line. If the Urbana Subdivision is not available for some reason, I&O trains can exit NS's Cincinnati Line at a connecting track near CP182 in Springfield. This track runs from NS to I&O's Springfield Yard on the DT&I Sub. At Springfield Yard there is a wye track where freights can go north toward Flat Rock or south to Fayne, Ohio. The crews call this route the "Back Door." Just about all through freights use the Maitland Connection Track instead of this routing.

Northbound trains leaving Cincinnati use AAR channel 85 to inform the I&O dispatcher of their departure. Remember that I&O has trackage rights over Norfolk Southern — former Conrail Cincinnati Line — from Cincinnati to Springfield, Ohio, so I&O trains use a former Conrail

radio frequency on this trackage, AAR channel 58 (160.980). While on NS, I&O crews call the approaching signals. West of Springfield, Ohio, I&O trains switch over to AAR channel 74 to receive track warrants to head north on I&O rails. On the other end of the system, southbound trains approaching Diann, Michigan, on Canadian National rails from Detroit (see trackage rights details below) will call the I&O dispatcher and receive track warrants to travel south on the I&O. Northbound trains will summon the I&O dispatcher to see if their freight has permission onto the CN property at Diann. There have been times when I&O crews have called the GTW dispatcher directly to gain permission onto CN. When passing through Carleton, Michigan, northbound I&O trains will attempt to contact the GTW Trim Tower yardmaster at Flat Rock for yarding instructions. The yardmaster uses AAR channel 88 frequency 160.845, a GTW yard channel. The GTW dispatcher is located in Troy, Michigan, and the I&O dispatcher is located in Cincinnati.

I&O also has trackage rights over CSX and CN. The rights over CSX's former B&O Toledo Subdivision runs from DT&I Junction in Lima, Ohio, to XN Tower south of Leipsic, Ohio. These rights were granted when the DT&I abandoned their main parallel to the B&O. In Ottawa, Ohio, there are four miles of DT&I rails from MP 110.8 to MP 114.9 still being used. This track is referred as the Ottawa Loop Industrial Track and both CSX and I&O can use this as a passing track off the CSX main. I&O trains will call the CSX "AR" dispatcher in Jacksonville, Florida, to receive permission onto CSX. While on CSX rails, I&O trains use AAR channel 12 (160.320) and I&O trains operate as Z600-series symbols. As a CSX rule, CSX train crews call the approaching signal aspect on the radio; I&O crews are required to do the same.

CN kept the former DT&I main from Detroit to Diann in order to continue service to Toledo, Ohio. The I&O was granted operating rights over the CN from Diann to the former DT&I yard at Flat Rock, Michigan, for interchange with CN. I&O trains on the CN will communicate with the GTW dispatcher in Troy, Michigan, on AAR channel 74 (161.220).

Like all the railroads that service the Motor City, the I&O's DT&I lives on the American automotive industry. It is a key player for shipping CN automobile traffic that comes out of Canada and the Detroit area. This bridge traffic from the CN is bound for the Cincinnati gateway, and the I&O is actually a hauling agent for the CN — even the freight bill states "CN to Cincinnati, Ohio."

About 75% of I&O traffic is auto-related, mostly General Motors and Ford, and bound for the Southeastern states. The other 25% of traffic is mixed freight. Grain traffic moves year around on the I&O, making up about 12% of the mix. Most of the grain hauled is feeder grain bound for the Southeast; I&O moves it to Cincinnati. The I&O will also interchange unit grain trains with CSX at Washington Court House and at Hamler, Ohio. This part of the state is located on the eastern edge of the corn belt, and there are several large grain elevators on the former DT&I that the I&O services. They are located in Metamora, Uniopolis, Thackery and Jeffersonville, Ohio. The I&O also serves several elevators in the Springfield, Ohio, area on former Conrail lines.

Other traffic generated on the I&O comes from North Star Steel in Delta, Ohio, served by both I&O and NS. This modern electric steel plant receives pig

ST. JOHNS, OHIO, offers an overhead shot of the former DT&I from the Route 33 bridge. Train No.260 heads south behind a pair of matching I&O units on February 21, 1999 (above)**. At DT&I Junction, north of Lima, Ohio, I&O train No.260 splits the B&O position light signals as it exits CSX trackage and enters former DT&I "home" iron. I&O has trackage rights over CSX from Leipsic, Ohio, to the junction. Indiana Southern GP40 No.4038 is in charge of the Cincinnati-bound train on March 26, 2000** (left)**. On September 19, 1998, train No.260 crosses the fill and trestle along Trestle Road north of St. Paris, Ohio, with 48 cars** (below)**.**

iron and scrap steel from the I&O, and ships out coils of steel. Finished steel coils are shipped north to the Detroit area auto plants. North Star Steel uses two Alco switchers inside the plant, one being a rare T6.

Like the DT&I of yesteryear, the I&O's DT&I Subdivision either went over, or crossed at grade, all the major east-west lines in Ohio. Most of these locations were interchange points for the DT&I, though only a few remain today. I&O interchanges on the DT&I Subdivision in Michigan are with CN at Flat Rock, Ann Arbor at Diann, and Adrian & Blissfield at Riga. In Ohio, interchange occurs with CSX at Hamler, Fayne (Washington Court House), Cincinnati and Lima; R.J. Corman at Lima and NS at Cincinnati, Lima and Springfield.

I&O train detail

The I&O runs about three trains in each direction in a 24-hour period, plus locals and grain trains. The odd numbers operate in a north direction while southbounds run with even numbers. Lima, Ohio, is the crew change point on the DT&I Subdivision. Northbound crews will operate from Cincinnati to Lima, and then Lima to Flat Rock, Michigan. Southbound crews work the opposite manner. There have been times where the Cincinnati crews have run up to Flat Rock without a crew change in Lima. Likewise, crews out of Flat Rock will sometimes bypass the Lima crew change and highball to Cincinnati.

Northbound I&O trains originate out of several different yards in Cincinnati — CSX's DeCoursey and Queensgate, I&O's McCullough and NS's Clare Yard, Gest Street and Sharon Road Yard. Southbound I&O trains originate at CN Flat Rock Yard.

Northbound trains:

- No.205 Cincinnati (I&O's McCullough Yard) to Lima (sometimes operates through to Flat Rock).
- No.263 Cincinnati (CSX) to Detroit (CN), as required.
- No.261 Cincinnati (NS Sharon Yard) to Flat Rock (CN).
- No.413 Cincinnati (CSX) to Battle Creek and Pontiac, Michigan (CN), empty auto racks.
- No.415 Cincinnati (NS) to Flat Rock (CN), empty auto racks, as required.
- No.868 Cincinnati (NS Clare Yard) to Diann, as required.

NS No.868 is a run-through unit coal train operating over the I&O. It is loaded in West Virginia and bound for Detroit. The 868 travels over the I&O from Cincinnati to Diann. At Diann, the train is handed off to Ann Arbor, over which NS has trackage rights to Milan, Michigan. Then the train returns to NS rails from Milan to the Motor City. This routing allows No.868 to detours around the bottlenecks on the NS lines at Detroit and Bellevue, Ohio.

Southbound trains:

- No.258 Battle Creek (CN) to Cincinnati (CSX Queensgate Yard).
- No.260 Flat Rock (CN) to Cincinnati (NS Sharon Yard).
- No.262 Flat Rock (CN) to Cincinnati (NS), as required.
- No.869 Diann to Cincinnati (NS Clare Yard), as required.

Unit grain trains:

- No.500 Southbound loads, originate on the I&O system bound for Cincinnati (NS Clare Yard).
- No.501 Northbound empties, originate in Cincinnati bound for a location on the I&O, as needed.
- No.600 Southbound loads or empties, originate on the I&O system bound for CSX.
- No.601 Northbound loads or empties, originate on the I&O system bound for CSX.

Local trains:

- Lima Local: In Ford Park in Lima, Ohio, the Lima Local works Monday through Friday. Duties include switching the huge Ford Motor Company engine plant and servicing other customers in Lima and shuffling cars in Lima Yard. The Lima Local will also travel south to serve Plastipak Packaging in Jackson Center, Ohio, and north to serve North Star Steel in Delta, Ohio. There have been times where the Lima Local ran south to Springfield, Ohio, and return. Cars for the Lima Local are set off by northbound No.205 or No.261, and southbound No.260. On weekends, the Lima Local will work on an as needed basis. The local will receive track warrants from the I&O dispatcher for movements north or south on the DT&I Subdivision.
- Springfield Local: The Springfield Local works out of the former DT&I yard in Springfield, Ohio, and serves local industries; working first and second shifts Monday through Saturday. First shift is on duty at 8:00 a.m. The Springfield Local covers a lot of ground on some days, working the former Conrail branches out to Mechanicsburg and West Liberty, Ohio. When working on the former DT&I, the Springfield Local will travel north to serve the Shepard Grain Company elevator in Thackery, Ohio, or south as far south as Fayne (west of Washington Court House) to interchange with CSX. Through I&O freights will set off cars for the Springfield Local at the Tremont, Ohio, passing siding. NS's former Conrail Cincinnati Line also passes through town, and will interchange Springfield-bound cars there. The I&O dispatcher will give the Springfield

TWO VERSIONS OF I&O'S HANDSOME PAINT SCHEME are captured in the late day light at Tremont, Ohio, as train No.413 rolls past the fields typical of the region on September 23, 1998 (above)**. Former BN GP40 No.3075 is in charge of the Lima Local at Springfield on February 21, 1999** (below).

WITH A HELM LEASING GP38 on the point, I&O train No.258 is on joint NS/CSX trackage as it passes the White Tower restaurant — a local railfan landmark — in Dayton, Ohio, on August 20, 1998 (left). **Running on NS (former Conrail) trackage rights through the narrows of the Great Miami River valley at Miamisburg, Ohio, a pair of I&O GP30s lead train No.258 through the scenic S-curve and rock cut on October 24, 1998** (below). **At CP248 in Evendale, Ohio, I&O train No.262 is nearing the end of its southbound run on August 1, 1998, as it exits the former New York Central line to Cincinnati and joins ex-PRR trackage to reach I&O's McCullough Yard in Norwood** (bottom). **The Pennsy line is seen crossing overhead. Both lines are now the property of Norfolk Southern.**

Local track warrants for movements around the Springfield area.

DT&I Highlights

If you are planning to photograph I&O trains, it's fairly easy to do. There are good state routes that follow the tracks, and even Interstate 75 runs close to the tracks in some locations. The DeLorme Mapping Company books of Michigan and Ohio are very useful. Some of the scenic highlights of the DT&I Sub include the large steel bridge over the Great Miami River at Quincy, Ohio, and the Maumee River bridge near Liberty Center, Ohio. Other interesting sites include the long earth fill carrying the I&O over NS's former Conrail Chicago Line at Delta, Ohio. Another tall fill with a short trestle is located just north of St. Paris, Ohio, at Trestle Road. This location offers a great broadside view in the morning. St. Paris is also the highest point on the former DT&I.

Looking for good photo locations for I&O trains on the NS Cincinnati Line? Some of the better locations include downtown Dayton on the top floor of the convention center parking garage, the large rock cut in Miamisburg and, south of town, NS's trestle crossing the Great Miami River. (Public parking is available at the east end of the bridge.)

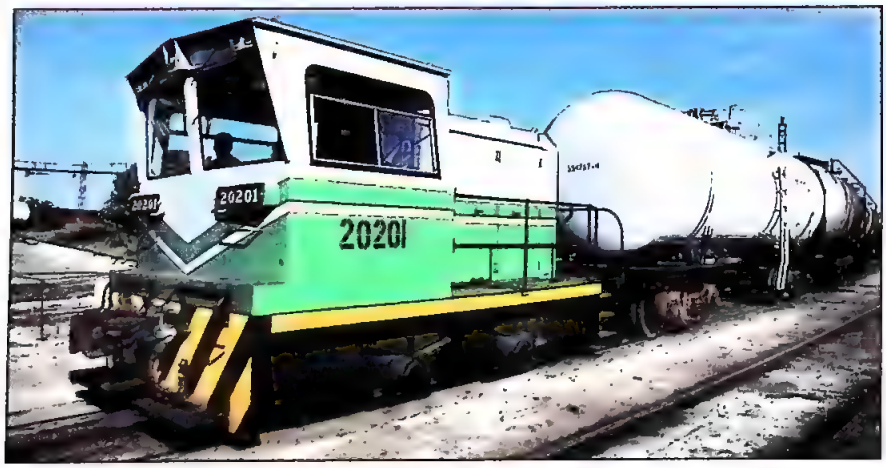
There are nine passing sidings where trains can meet on the DT&I Sub. They are located at Petersburg, Michigan (MP 43); Metamora, Ohio (MP 61); Delta, Ohio (MP 74); Malinta, Ohio (MP 90); Hamler, Ohio (MP 97); Ford Park (Lima), Ohio (MP 130); Jackson Center, Ohio (MP 153); Quincy, Ohio (MP164) and Tremont, Ohio (MP 188).

Hot Box Detectors are located at MP 57.3, MP 80.1, MP 102.7, MP 161.2 and MP 177.8. The detectors broadcast on ARR channel 74, frequency 161.220.

In the early 1990s the GTW was uncertain what to do with the old DT&I. Freight traffic was declining and, with the lack of maintenance to the track, railfans thought the line's days were numbered. But the I&O takeover has brought life back to Henry Ford's old road, and the future looks very bight and very colorful. Go out and photograph the I&O at work — I think you will be impressed!

The author wishes to thank the following people for their help and information: Dale DeVene, Jim Talbott, Eric Davis, David Patch and the employees of the Indiana & Ohio Rail Systems.

Cuba: So close, yet so far



By William C. Vantuono, Editor, Railway Age

PHOTOGRAPHY: WILLIAM C. VANTUONO

IN AUGUST 1999, shortly after the United States Chamber of Commerce sent a delegation to Cuba headed by Chamber president Tom Donohue (the man who used to be chief executive officer of the American Trucking Associations), I journeyed to the island nation on a story for *Railway Age* about the country's railway system, which was last visited by the magazine's now-retired publisher, Robert G. Lewis, in 1954, and then by my predecessor as editor, Luther S. Miller, in 1958. In those days — before Fidel Castro's communist revolution, before the Cuban Missile Crisis, before the country became, as it was thought, a threat to U.S. national security — Cuba was the place to visit in the Caribbean. And its railway system was about as close to a U.S. operation as one could come.

My journey started in January 1999, when I was contacted through e-mail by Felix Fraga, a *Ferrocarriles de Cuba* mechanical officer who asked for a subscription to *Railway Age*. In my reply, I asked Fraga if it would be possible for him to arrange a visit. On July 30th, following a joint *Railway Age*/Association of American Railroads mechanical seminar in Mexico City, I boarded a Mexicana Airlines flight for Havana, anticipating an adventure, yet not quite sure of what to expect, or — aside from my very gracious host, who had arranged my accommodations and

transportation — how I would be received.

Why Cuba? The timing seemed right. The long-standing U.S. trade embargo, originally imposed by President John F. Kennedy in 1962, appeared closer to being lifted than at any other time since Castro seized power and declared himself a Marxist-Leninist. The anti-Communist, anti-Soviet Union political climate of the early 1960s that fueled the embargo had become ancient history. The USSR collapsed in 1990, and with it went all the economic assistance the Cuban government had come to depend on. Castro had ceased exporting revolution to his Latin American neighbors and instead was busy building hotels and rebuilding Havana's historic district to accommodate a growing flow of tourists — and cutting business deals with capitalists from around the world, though not from the U.S.

Signs of a thaw in U.S.-Cuban commercial relationships were emerging on both the conservative and liberal sides of the U.S. political spectrum. Conservative groups like the U.S. Chamber of Commerce had been lobbying for a lifting of the embargo. The Clinton Administration, aware of the potential opportunities for American business (agricultural exports alone could start at a half-billion dollars per year), began encouraging commercial missions to Cuba. It was estimated by the *Washington Post* that 3000 U.S. business people, with licenses from the Treasury Department, would visit Cuba in 1999. While they would be unable to form any commercial relationships, they would at least be able to lay the groundwork to tap a promising market — promising enough for Canada and Mexico, which have together invested over $1 billion in Cuba in recent years. Those Americans with permission from the U.S. government to visit Cuba, however, are outnumbered by those who go regardless of the embargo, traveling through Mexico or Canada.

Pro-embargo sentiment, kept alive by hard-line conservatives like U.S. Senate Foreign Relations Committee Chairman Jesse Helms (R-North Carolina) and by a small but vocal Cuban-American community, was still strong. But an opposite viewpoint — that the embargo is doing more harm than good — was gaining favor. "We're saying on behalf of the American business community that it's time to look at this another way," said U.S. Chamber of Commerce President Tom Donohue after his delegation returned from Cuba in July 1999.

As a journalist, I did not need special permission to visit Cuba (ever cautious, I confirmed this with the Treasury Department). What I did need was enough cash, in U.S. dollars, to cover my travel expenses. Cuba, you see, doesn't take American Express. Nor does it take Mastercard or Visa, debit cards or travelers checks. But oddly enough, it does take U.S. dollars, the standard currency since 1993. Cuban pesos, at 22 pesos to the dollar, are almost worthless. With dollars, one can go anywhere in Cuba. And Cubans with access to U.S. dollars are far better off than those without.

FdeC: Just getting by

Cuba's railway system, though bustling with freight and passenger traffic, suffers from years of neglect and under-capitalization. Its enterprising employees make the most of severely limited resources. There's no question that an infusion of modern U.S. freight railroad technology and expertise could return it to pristine condition, and that U.S. railroad interests could benefit from normalized relations with Cuba. Problem is, Cuba's railway can't be touched. But that may change, and sooner rather than later.

During my five-day visit to Cuba, I talked with railway officers and workers at all levels. Thanks to Felix Fraga, I was able to observe conditions for myself as I rode freight and passenger trains and poked around yards and shops. The railway people were warmly pro-American and fascinated with U.S. technology. My few copies of *Railway Age* were examined eagerly and passed around.

With all the old rolling stock still in revenue service, most of it in fair condition, I felt as though I were a time-traveler who had been sent back to the late 1950s. My feelings were reinforced by the legions of classic American automobiles still running around. If only I could take one of those wonderful old cars home with me — the Buicks, Oldsmobiles, Packards, DeSotos, Fords, Lincolns, Cadillacs, Pontiacs and Chevys that cruise along the streets of Havana (known as the "greatest living car museum in the world") as if they were going to a drive-in movie. Some of these *cacharros*, as they are called locally, are in beautiful condition (one taxi driver proudly popped open the hood of his gleaming white 1956 Ford, revealing a retrofitted, Mercedes-Benz four-cylinder diesel engine). Most, though, are worse for wear, kept running with parts cannibalized from Soviet-made cars, and touched up with house paint. Such improvised repairs are not unlike how Cuban railroaders keep their locomotives and cars running.

Cuba's 2900-mile standard-gauge railway system, like the Cuban economy in general, has deteriorated since aid from the former Soviet Union dried up a decade ago. Yet the country depends on it for basic transportation. The government believes that rail service is environmentally desirable and necessary to Cuba's economic objectives. Cuba's highways are in poor condition, few people own cars, and gasoline is scarce. So, despite its dilapidated condition, *Ferrocarriles de Cuba* commands a strong market

CUBA'S RAILROADS feature motive power gathered from around the globe. Built in Czechoslovakia, a Class T458 switcher makes up a freight train in Havana's main classification yard (opposite top). **At the Sagua car and locomotive shop, a 300-h.p. switcher is used to move newly-refurbished tank cars** (opposite middle). **The Sagua shop rebuilds 30-40 tank cars per month, and may be a candidate for privatization. The switcher, originally acquired from Panama, was rebuilt by Sagua personnel with a Mercedes-Benz diesel power plant. Soviet-built, six-axle TE114K diesel-electrics are, at 2600 h.p., the most powerful locomotives in the FdeC fleet** (opposite bottom). **The railroad rosters 108 of these 1980s-vintage units. At Mantanzas, catenary maintainers use a 1920s-vintage Brill wire car to repair the Hershey Railway's 1200-v.d.c. traction power system** (above). **This equipment is among the oldest in the FdeC fleet. To keep it and other pieces of vintage rolling stock in operation, FdeC workers must fabricate replacement parts. Just about anywhere else, this wire car would be a museum piece.**

FdeC ROSTERS 41 1955-VINTAGE EMD GM900s. One of the EMD's rides the turntable at the Santa Clara locomotive shop, where the facilities haven't changed very much since pre-revolution steam locomotive days (above). **Parts for EMD units, because of the U.S. trade embargo, are almost impossible to obtain. Yet, they are among Cuba's most reliable motive power.**

share, hauling 65-70% of the country's freight and providing transportation for 55-60% of intercity and regional travelers. (FdeC does not operate Cuba's sugar cane railroads, which number approximately 100 and are run independently with their own rolling stock [**page 56**]. These railroads account for an additional 4800 miles of track, about 35% of which is narrow-gauge, 900 locomotives, almost 400 of them steam, and around 30,000 *casillas*, or stake cars.)

AT FIRST GLANCE, this locomotive appears to be a U.S.-built Alco RS3 from the 1950s (below). **It's actually a Soviet-built TEM-2-TK, a 1960s-vintage, 1000-h.p. road unit copied from Alco locomotives supplied to the USSR by the U.S. during the post-World War II Marshall Plan. Ferrocarriles de Cuba has nearly 80 of these eight-cylinder units. No.71042 is awaiting servicing at the Taller Ciro Redondo locomotive shop, Santa Clara, one of the railway's principal maintenance facilities.**

For a railroad in such poor condition, traffic levels are, if nothing else, remarkable. Annually, FdeC hauls about 4.4 million tons of freight and carries eleven million passengers, and produces 500 million freight ton-miles and 900 million passenger-miles. Its principal commodities are sugar cane and sugar cane by-products, tobacco, aggregates, petroleum products and agricultural products. Freight train-miles are 3.9 million, passenger train-miles 1.1 million. This is accomplished with a fleet of approximately 350 locomotives, 8000 freight cars and 750 passenger cars. Typically, about 50% of the rolling stock is out of service at any given time due to a lack of repair parts. U.S. repair parts are not available due to the embargo, and parts from other countries are expensive due to high import tariffs and shipping costs. Locomotive and car maintainers are forced to scrounge for parts for equipment that would best be relegated to a museum or tourist line. Diesel fuel is in short supply, as prices are high since petroleum products must be imported from South America or the Middle East instead of the U.S. Gulf Coast.

FdeC freight trains are short compared to U.S. standards, averaging

16-18 cars (about 900 metric tons) and requiring one locomotive. But the infrastructure is capable of supporting longer, heavier trains, as the maximum permissible axle load on most of the network is 23 metric tons. Larger trains would no doubt operate if there were enough locomotives and cars to go around.

A staff of industrious people keeps FdeC running under very difficult circumstances. The railroad employs 27,000 people who are paid, on average, about 500 Cuban pesos (about $23) per month. This meager salary is typical for most Cubans, regardless of whether they are medical doctors, accountants, taxi drivers or brakemen. Average train crew size is four — engineer, assistant engineer, conductor and assistant conductor. Cabooses are still in use, and on long distance freight trains, crews generally stay with their consist, living aboard dormitory cars for up to a week.

Many FdeC managers are highly-educated and well-trained, with advanced engineering degrees. Felix Fraga, for example, received the equivalent of a Master's in Electrical Engineering from Moscow's prestigious Institute for Railway Transport Engineering. But in Cuba, opportunities for such people are limited.

FdeC still is, for all intents and purposes, an AAR-standard railroad as it was before the 1959 revolution, even though much of its equipment comes from former Soviet-bloc countries. To the untrained observer, there would appear to be many U.S. locomotives on the property. This is only partially true. While there still are a handful of U.S.-built, 1950s-vintage General Electric switchers and EMD road units in service, closer observation reveals units that look amazingly like Alco diesel-electrics. These are actually Soviet-built copies of locomotives given to the USSR by the U.S. after World War II during the Marshall Plan. Sprinkled in this eclectic mix are locomotives from Canada's Bombardier/Montreal Locomotive Works, Hungary, Romania and Czechoslovakia. MLW units built in 1976 are among the newest on the FdeC roster. Soviet-built, 2600-h.p. TE114K's, acquired in the early 1980s, are the most powerful, but least reliable, units in the fleet. The most reliable locomotives are the old EMD's, availability of which is 80-82% — a testament of sorts to American engineering. Locomotive availability of the operable fleet averages 65%, poor by U.S. standards but quite good for Cuba.

Cuban freight cars for the most part are similar to their U.S. counterparts. Many are Eastern European copies of obsolete U.S. designs, their manufacturers once having held licensing agreements with U.S. suppliers. Components like wheels, trucks and couplers are Eastern European or Japanese copies of older designs from such suppliers as American Steel Foundries and National Castings. There are, however, some U.S. cars left in the fleet from pre-revolution days. FdeC's roster includes stake cars, gondolas (bottom- and side-dump), livestock cars, tank cars, flat cars and container flats. Principal car and locomotive shops are at Havana (Revolucion de Octubre and Cienaga facilities), Matanzas, Santa Clara (Taller Ciro Redondo shop), Camaguey, Moron, Sagua, and Santiago de Cuba.

The FdeC infrastructure is, overall, in fair condition. Most main lines are laid with 112-pound, Soviet-supplied bolted rail, Cuban-made pre-stressed concrete ties, and screw-bolt fasteners (similar to Mexican and European practice). Track products are scarce, as is maintenance-of-way equipment. The only m.o.w. machines are a handful of tampers; most other maintenance (tie and rail replacement, ballast cleaning) is done manually. In the early 1990s, FdeC undertook reconstruction of its Havana-Santiago de Cuba main trunk, but this project didn't get very far due to Cuba's economic downturn. Some of the newer construction has been cannibalized to repair other parts of the network. For example, there is a relatively new bypass around Santa Clara laid with welded rail and concrete ties. It's out of service because its materials are needed elsewhere.

Modern signaling and train control technology is practically non-existent — rather ironic for a country that is one of only three in the world with a school for signal engineers (the others are Russia and Hungary). FdeC operates mostly with paper-based train orders and manual block/tower control, though radio-based dispatching is used on the Havana-Santiago line. The newest technology is employed on the Havana-Santa Clara segment, which is equipped with a semi-

NO.50710 is a Class T458 700-hp switcher built in Czechoslovakia (below)**. FdeC has 20 of these units on its locomotive roster.**

INSIDE THE ROUNDHOUSE at FdeC's Sagua shops, a Soviet-built Class TEM-2-TK waits assignment. On the Hershey Railway, an operator handles a U.S.-built interurban in branch line service near Mantanzas (below)**. Old Brill interurbans have been supplanted by newer Spanish-built cars in main line service, but are still in use on branch lines.**

automatic block system and relay interlockings.

Cubans depend upon their railway network to get around, though passenger service is unpredictable and unreliable. It is, however, affordable for Cubans (the twelve-hour Havana-Santiago express train, operated with ex-VIA Rail Budd RDC's, costs 30 Cuban pesos), and passengers are willing to put up with lateness and delays that make Amtrak's least-reliable trains punctual in comparison. Intercity trains are generally crowded and reserved far in advance. Most people travel second-class, in rather spartan conditions.

Long-distance passenger service will see some improvement, however, when FdeC begins placing 44 ex-TEE (Trans Europe Express) stainless steel passenger cars in service. Under a $6.1 million deal, SNCF (French National Railways) will supply and refurbish the cars, train FdeC staff to operate them and supply spare parts. The TEE cars date from the 1950s and 1960s and were retired in 1995. They could be followed in the future with X2800 and XR6000 passenger cars, which SNCF is scheduled to retire in the next few years.

FdeC operates 90 miles of 1200-volt d.c. electrified interurban railways, the legendary Hershey Railway. The Hershey main line runs from Casa Blanca, just across the harbor from Havana, to the port city of Matanzas, and there are also several branch lines. Still home to a few classic, U.S.-built Brill interurban cars, the Hershey's newest equipment is a fleet of 27 Series 400 electric multiple-units purchased second-hand in early 1998 from Catalunya Railways (FCG), Spain. These units were built in the late 1930s and refurbished around 1970. FCG provided technical assistance to FdeC in modifying the cars for the Hershey Railway last year, and is now providing training for 200 FdeC directors, technicians and supervisors in operations, maintenance, human resources, information technology and economics. Service on the Havana-Matanzas line is limited to four daily round-trips.

Though there are no rail transit systems within Cuba's largest cities, branch and feeder lines to the FdeC main line network are teeming with riders. Rail buses, some of them manufactured domestically, others from Fiat and Mercedes-Benz, are in widespread use throughout the country.

Tourism is a growing business, and tourist trains are under consideration. In partnership with the Cuban government, Brussels-based Transnico International Group has plans to start late this year the Cuba & Caribe Express, a six-day Havana-Santiago tour with accommodations for 136 passengers on 21 refurbished railcars.

Investment opportunities?

Is Cuba ready to follow in the footsteps of many of its Latin American neighbors (Mexico, Brazil, Argentina, Guatemala, Panama) and privatize its railway system? Offshore interest in FdeC is just beginning to stir. A large Mexican conglomerate, Grupo Carsa (which owns a 100% interest in FerroSur, Mexico's third main line railway to be privatized) has reportedly expressed interest in investing and/or privatization. Under the current structure, outside investors must partner with Castro's government and are allowed a maximum 49% interest. FdeC's business director, Dr. Carlos Maceo Caballer, though he declined to name specifics, told me the Cuban government would consider privatization on a line-by-line basis, possibly starting with locomotive and car shops. The Sagua shop, for example, was recently refurbished and converted to a tank car overhaul facility. With 270 employees, it rebuilds 35-40 tank cars per month, and may be a candidate for privatization.

Aside from supplying locomotive and car replacement parts and infrastructure materials, one potentially lucrative opportunity for U.S. railroad interests is re-establishment of carfloat service from Florida to Cuba, a business that flourished prior to 1959. Ports that could accommodate such service are located at Havana, Mariel, Puerto Nuevitas, Cardenas and Isabela de Sagua, but their rail facilities have long-since vanished. The Florida East Coast Railway, which once operated car ferries (self-propelled steamships) to Havana, considers carfloat and intermodal services to Cuba out of Port Everglades, Miami or West Palm Beach a significant opportunity. But unless the embargo is lifted, U.S. railroaders and suppliers will miss out on such opportunities.

The Cuban government, in anticipation of the embargo being

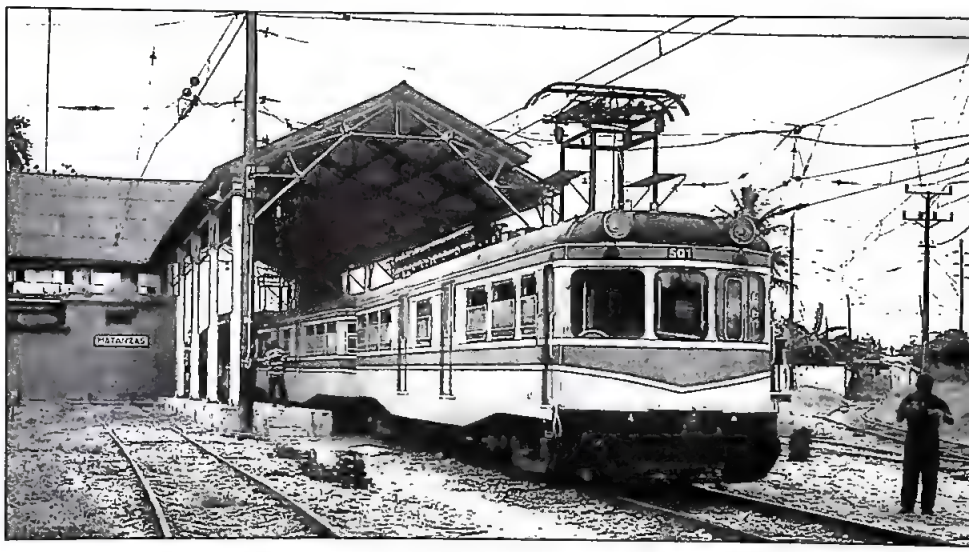
lifted, is considering rehabilitating Isabela de Sagua, the closest point in Cuba to the U.S. The port is now dormant, its rusted, weed-choked rail yard and crumbling buildings a reminder of when trade between the U.S. and Cuba flourished. Isabela de Sagua was one of the last stops on my journey. Off in the distance, docked at a sagging pier, was a heavily-armed Cuban Navy patrol boat. Beyond it, in the waters separating Cuba from Florida, lay a network of keys, which Cubans trying to escape their homeland by boat use as cover in the dark of night. In the near future, if the political tide shifts completely and the U.S. and Cuba are once again full partners in international commerce, perhaps not as many will so desperately want to leave home.

Epilogue

With his credentials and work ethic, I thought that Felix Fraga could be an asset to the U.S. railroad industry. A few months after my trip, I was happy to learn that he became one of 20,000 Cubans annually selected by government lottery to emigrate to the United States. He was one of the lucky ones, as one million people — about ten percent of the population — enter the lottery every year. In anticipation of his arrival, Bob Lewis and I embarked on a campaign to help him find employment here. Our efforts paid off, as Bob was able to secure an interview for Felix with Florida East Coast Railway CMO Gary Griffiths.

Felix arrived in Miami on January 2nd. One week later, he was hired by FEC as a carman/machinist. At a starting wage of about $12.00 an hour, he earns in two hours what he used to make in one month on FdeC. There's no limit as to how far he can go in his new career as a U.S. railroader. It's all up to him. Remember — this is America.

THE ELECTRIFIED HERSHEY RAILWAY operates passenger services between Casa Blanca, just across the harbor from Havana, and the port city of Matanzas, as well as on several branch lines. The railway is home to some of FdeC's oldest equipment. A U.S.-origin interurban car in branch line service near Matanzas was converted from a heavyweight passenger coach (above). **The newest equipment in service is a fleet of 27 Series 400 electric multiple-units purchased second-hand in early 1998 from the Catalunya Railways (FCG) of Spain** (right). **These units were built in the late 1930s and refurbished around 1970. FCG provided technical assistance to FdeC for modifying the cars for operation in Cuba last year and is now providing training for 200 FdeC directors, technicians and supervisors in operations, maintenance, human resources, information technology and economics. Service on the Havana-Matanzas line is limited to four daily round-trips. With the exception of ex-VIA units, most of FdeC's Budd RDC fleet has been demotored and converted into locomotive-hauled passenger coaches** (below).



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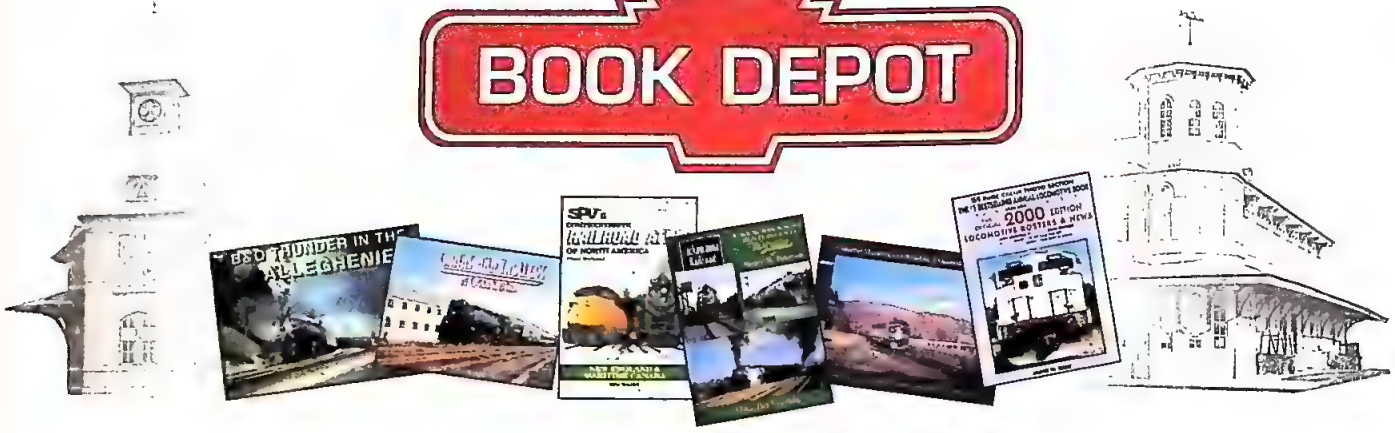

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RAILROAD AVENUE ENTERPRISES

On The Menu

News and detail on dining by rail

by JAMES D. PORTERFIELD

You Gotta Love These Folks

THE FIRST ANNUAL conference of dinner train operators, held April 7-9, 2000, in Bardstown, Kentucky, got off to a fast start. Gordon Fay, seated front right, operator of the Seminole Gulf and the Bay Colony railroads, and who maintains a frequent Dinner Train Theater schedule on the Seminole Gulf in Fort Myers, Florida, didn't even get through his — the first — self-introduction before he was peppered with questions from the others in attendance about the issues that were to dominate the discussion: "How do you handle gratuities?"; "Where in the train set are your kitchens?"; "What information do you gather when you take the reservation?"; "Has the Internet affected your business?"; "How do you manage cancellations?"; "Do you have a gift shop?" and, if so, "What sells?"

Organized primarily by Bob Perry, Executive Chef and General Manager of *My Old Kentucky Dinner Train*, with help from Ken Bitten of the Northern Central Railroad's *Liberty Limited Dinner Train*, others at the conference included Michelle Marquart of the Mount Hood Railroad, Michael and Chris Hart of the Sierra Railroad, Verline and Jeff Forbis of the *Shasta Sunset Dinner Train*, Wendell Dillinger and Frankie Wiseman of the Middletown & Hummelstown Railroad, Leslie Holloway and Lance Burack of the *Cafe Lafayette Dinner Train* and John Kennedy (yes, he's President) and Sue Curley of the Cape Cod Central Railroad. Other representatives, specialists, vendors and interlopers brought the total present to 33. The operations represented served from 2000 to 35,000 guests last year (FYI, the latter is but a fraction of the 125,000 guests rumored to have ridden one West Coast train) on runs of from seven to 44 miles that could handle anywhere from 45 to 400 people at a time.

Presenters were on hand to discuss the "new" tourism (bus tours are dwindling, mini-packages with a topical focus that maximize choices is the trend); insurance concerns (such as arise when a passenger has had too much to drink, or for the need to insist that your caterer, if you use one, has liability insurance) and reservations software (software that collects and reports on as many as twelve aspects of an operation was introduced).

One came away from the meetings with a healthy respect for the hard and varied work these people put themselves in for when they decide to get into the rail dining business. Operators have all the concerns traditionally associated with railroading: maintenance, staffing, ticketing, safety, operations, marketing and more. They also have to run a restaurant, and so worry over food quality, safety and sources, chefs and wait staff, liquor service and tipping. Finally, for many, they are increasingly in the entertainment business, with its unlimited need for content, performers and audience — which, oh, by the way, wants to enjoy a meal and ride a train at the same time.

This unique combination produces some interesting situations. Bob Perry, a professed "restaurant guy," for example, said he raised skeptical eyebrows at a recent Kentucky Restaurant Association meeting when he included $30,000 for wheel maintenance as one of his restaurant's budget items. Verline Forbis explained how she had to handle an inebriated guest who would have been told to leave had she been in a bar and not on a train in the woods near Mount Shasta. A humorous discussion followed the introduction of the subject of couples who resist the traditional dining car practice of being seated with another couple — a problem even Amtrak has to deal with from time to time — and ended in hysterics at several suggestions for confronting them with discomforting alternatives (the serious alternative is a surcharge for private seating).

Accounting, a subject not usually conducive to lively discussion, got its due. Special attention was paid to the complexity created by tax laws, which vary from state to state, that demand separating revenue for train fares from those for food service, entertainment, even gift sales. Where the dinner train is only a small part of a larger railroad operation, such as on the Mount Hood, the McCloud Railroad and others, additional complexity — and work — ensues.

It became apparent that, while the focus of the discussion was primarily on food service issues, these were clearly "railroad people." Dinner train operators are perhaps second only to the station restoration crowd as the face of railroad preservation to the general public. They introduce railroad history to many who would not learn of it otherwise. As Gordon Fay commented at one point, "Our research has shown that our marketing has to first teach people what a train is, then explain why eating on one is special."

At closing, one firm decision was to avoid, for the time being at least, creating a formal organization. "I'd rather keep the gathering informal, skip all the note taking, reporting, committee-forming, board-electing, and incorporating that goes with organizing," one operator said, summarizing, if all the approving nods were any indication, the group's sentiment. So, on to Florida (most found that decision easy to take) in January 2001, where, it is hoped, more dinner trains will be represented and a longer time can be devoted to the discussions.

What you had, then, was a serious, informal, hard-working group of railroaders dedicated to improving the rail dining experience. You gotta love these folks.

PLEASE SEND correspondence concerning ON THE MENU directly to James Porterfield, 763 Cricklewood Drive, State College, PA 16803.

RAILFUN

by CURT KATZ

In Focus

News-feature

Great Guatemalen Rail Adventure

article/photography by Peter Smykla, Jr.

IN FEBRUARY, Trains Unlimited, Tours ran the *Great Guatemalan Rail Adventure 2000*. This was a steam-powered trip over the FEGUA (Ferrocarriles de Guatemala) three-foot gauge tracks from Guatemala City to Puerto Barrios on the Gulf coast.

The special ran from Guatemala City to El Rancho on Sunday, February 20th, behind Baldwin, outside-frame 2-8-2 No.205. The next day, the train continued on to Bananera where most of the passengers got off, since the light was gone, precluding photography for the rest of the way to Puerto Barrios. Two days later, the train started from El Rancho and headed west up grades that were as high as three percent, stopping at Agua Caliente for the night. The following day, the trip to Guatemala City was completed over the steepest portion of the railroad.

Pittsburgh-based Railroad Development Corporation received a 50-year contract in 1997 to operate the line which had seen its last passenger service in 1994, and last regular freight operations in 1996. The line had sustained heavy hurricane damage, which prevented this trip from operating in 1999. Service has initially been restored on the line to Puerto Barrios which now sees regular freight service. During the trip, most of the freight encountered consisted of steel coils on flat cars headed west. RDC hopes to move a significant number of containers from the port to Guatemala City, which would certainly help reduce truck traffic on the two-lane highway connecting these cities.

Since repair of the line requires a substantial amount of money, the reconstruction has been planned in phases, with Phase I basically completed, and three more phases to be done in the future. The line west of Guatemala City to Puerto Quetzal on the Pacific had considerably more damage than the eastern line, with many washouts, and one place where a river has been diverted through what was once the railroad right of way. Phases II and III will cover this portion of the line, with Phase IV eventually repairing the line to El Salvador.

***FEGUA 2-8-2 No.205** hauls the special at Puente de Fiscal on February 20th (**above**). No.1008 sports a familiar-looking herald as coiled steel cars are switched at El Rancho on February 23rd. (**left**).*

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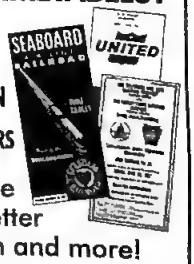

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Camera Bag

Your guide to railfan photography

by JIM BOYD

JPEGs, GIFs and Scanners

"SO, WHAT DOES ALL THIS Internet stuff have to do with railfan photography?" I'm getting to that. The Internet and websites are becoming a large part of the railfan communication network, but there are a surprising number of fans who are not yet online. This series of CAMERA BAG columns is aimed at those who are not yet hooked up, or are just on the verge of it, and want to know the basics.

If you're already online and working the chat lists and websites, you probably know all or most of this, but in researching these columns, I have learned a lot about the basics that I'd never really taken time to explore or fully understand. And I'll try not to bury you with techno-blather.

Okay, there you sit with a pile of slide boxes and a glowing computer screen — how do you get those slides onto the computer? That's where a scanner comes in. The economical consumer-market laser scanners have made possible the exchange of photos over the Internet and the creation of website pages that we know today. This is one area where the quality is getting better as the prices come down, thanks to mass production and effective marketing.

And before you jump in with, "What about digital cameras?" let me say right here that this is a legitimate question but a subject that we'll have to cover at another time. For the purposes of this column, I'll concentrate on converting your existing camera-and-Kodachrome photos into the electronic medium. There are problems involved in shooting action photos with digital cameras, and while they are handy for casual snapshots, the technology is still a few years away for most railfan photography, where having a permanent tangible photo (slide or print) is still the overwhelming mindset — I just can't picture Dick Wallin, Al Chione and John C. Benson swapping JPEG's!

There are essentially three types of scanners on the market that can work with either PC or Mac computers: sheet-fed scanners, flatbed scanners and slide scanners. The sheet-fed and flatbed scanners are essentially the same thing in that they both are "reflective" scanners that capture images off of paper prints, while a slide scanner is specifically designed for color transparencies or film negatives. The sheet-fed are by far the most compact, but most require a "bendable" paper, which could be difficult with 8×10 glossies, and they cannot handle anything out of a book. For most reflective railfan work, a good flatbed scanner is the most practical and economical option.

There is not a great deal of quality difference in the resulting images from almost any of the flatbed scanners now on the market for home use — the "professional" scanners used by publishing companies are very expensive, require highly trained operators and result in unimaginably large image file sizes. The prices of consumer market scanners will be reflected in rugged construction and the "bells & whistles" that most of us will not need. I use a UMAX Astra 1200S that I bought at a local CompUSA for about $250, and it has served me extremely well. It has an 8½"×14" glass bed that I use for scanning color or black & white prints, line art and images out of books. When I set up my home computer three years ago, I thought I could get by with only a slide scanner, but I soon realized that I needed a flatbed, as well, and I was pleasantly surprised at how inexpensive they are.

Some of the more expensive flatbed scanners have a "transparency adaptor" that works quite well — we had one at R&R that I used for many years. If you are building a computer system from scratch, investigate the price of a flatbed scanner with a transparency adapter versus an individual flatbed scanner plus a slide scanner. The transparency adapter flatbed will likely be the best option if you need to scan anything other than 35mm slides, such as 2¼" square or 4×5 transparencies.

There are a number of very good slide scanners that permit you to scan 35mm slides without removing them from their cardboard mounts. Popular models like the Polaroid SprintScan and the Nikon CoolScan yield very good results at a moderate cost. I bought the "economy model" Polaroid SprintScan 35/LE in 1997 for about $2000, but the higher level SprintScan 35/ES is currently advertised at about $850, so my advice is to shop around and compare features and prices. The SprintScan loads the slide like a projector and takes a little under a minute to scan, while some of the high-end scanners can take considerably longer to yield a much higher quality scan.

The secret to scanners is not the "quality" of the scanner itself, since the hardware is fairly universal, but it's the size of the resulting file that you're willing to deal with. In film, Kodachrome 25 was really sharper than Ektachrome X, but when scanning, the sharpness is variable depending on how tightly you "resolve" the image in pixel count. As the pixels get smaller and more numerous, the image will be sharper — but the computer file size may exceed the capacity of your hard drive! Most of this quality can never be utilized on the home desktop, so simply "getting the sharpest" scanner is not the game here.

The question that arises is, "What are you going to use the scans for?" I use both of my scanners to create electronic images for my website and as "For Position Only" images for use in book page layouts. I am not using my scanners for print-quality publication of photographs, although I do use the flatbed for scanning line art, like railroad heralds, for final publication. It you want to scan slides or prints to make photo-quality enlargement prints on one of the modern, high quality desktop photo-paper printers, you're entering another realm of quality and expense, where you'd better do your own homework and learn what you're getting into. The technology is there, but the price can be prohibitive, and you'll need to develop skills in using photo-manipulation software

programs like PhotoShop.

Most railfans who are not already into computer graphics and desktop publishing will never need to use the quality capable from the expensive high-end scanners, so until you know a whole lot more about the business, don't be afraid to get started with "consumer market" scanners for Internet and website work.

Most scanners require a software package on your computer to make them work and deliver an image, and these programs are invariably included as part of the scanner package. These programs will have the preview options and basic settings that the scanner needs to do its job. After you get the scan onto your hard drive or Zip disc, you will then want to use an image manipulation program like Paint Shop or Adobe PhotoShop or PhotoDeluxe to size, manipulate and format the image for its ultimate use. Each of my scanners has its own "driver" software that I access through the Adobe PhotoDeluxe program that came with the SprintScan. I also have the high horsepower Adobe PhotoShop 4.0, but I find the PhotoDeluxe easier and quicker to use than the more powerful but more complex PhotoShop. The exact methods of inputing and outputing images will depend on your specific combination scanner hardware and software, photo program and type of computer, but the functions will all be essentially the same.

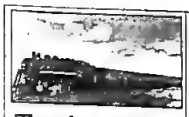
Scanners and photo programs can output images in a variety of formats, and in most cases you will have to use the photo program to output it in the format that is best for your particular use. The three most common formats are GIF, JPEG and TIFF. For Internet and website work, you'll deal with the GIF and JPEG formats. I use TIFF only for import into the professional QuarkXpress page layout program.

GIF and JPEG are recognized by all web browsers and are the universal medium of image exchange because they get optimum quality from the smallest possible file size. GIF stands for Graphics Interchange Format and was developed by Unisys and was made popular on CompuServe, but its popularity was compromised by a royalty payment dispute. GIF is verbalized as "giff," sounding like "gift" without the "t."

At this point, the JPEG (Joint Photographic Experts Group) format became dominant on the Internet. It's most commonly pronounced "JAY-peg." Both JPEG and GIF are compression programs that take the raw pixel data from the scanner and edit out the duplicating information to reduce the size of the data file. The code for each pixel includes a mathematical formula for the position in the image and the color and density of that minute "spot" in the picture. Each pixel has this "bundle" of numbers, and the formats look for repeating data and simplifies it into a smaller file. For instance, if twelve pixels have the same value, the formats would take the twelve individual bundles and save them as one "data-times-twelve." bundle.

The JPEG format keeps most of the color data and simplifies the "mapping," while GIF tries to simplify and average the colors themselves. Therefore, the JPEG will render photos better, while GIF works better for artwork with large blocks of solid color.

We'll get into sizing and using these formats in the next CAMERA BAG.



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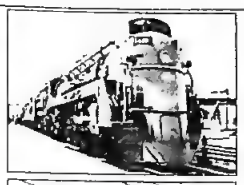

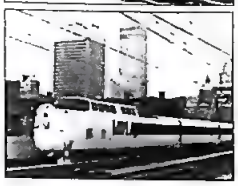

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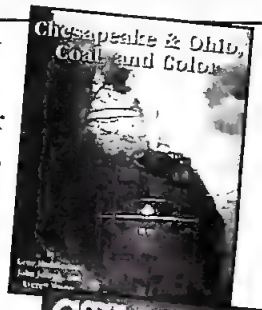

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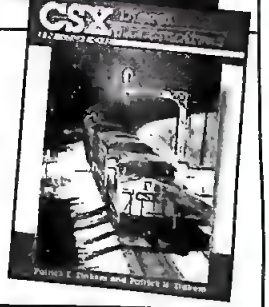

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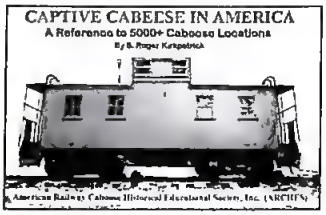
New product news and reviews

Captive Cabeese in America

By S. Roger Kirkpatrick. From American Railway Caboose Historical Educational Society, P.O. Box 2772, St. Louis, MO 63116. Softcover, 220 8"×5" pages; $20.00 plus $3.00 shipping.



As a long time caboose photographer, I was glad to finally see an effort to document all the remaining cabooses that have been preserved. Subtitled *A Reference to 5000+ Caboose Locations*, the book lists the cars state-by-state in alphabetical order by city. Each caboose is identified by its current markings, and is then noted by class, former number(s), and details on the location.

Following the main listings is a cross-referencing section which lists all cars by railroad name and number (this section also provides the city and state location).

While not complete, this first effort is a definite step in the right direction. The American Railway Caboose Historical Educational Society (ARCHES) was formed in 1995, and is dedicated to the preservation and conservation of the caboose. In today's railroading, the end of the train is usually graced with a "FRED," but ARCHES's work helps keep alive the spirit of the cabin, van, crummy or caboose. — *Kermit E. Geary, Jr.*

The CSX Keystone Subdivision: Operations on Today's Sand Patch Grade

By Rich Borkowski, Jr. From Alpsville Station Publishing, P.O. Box 25314, Pittsburgh, PA 15220. Hardcover, 104 8½"×11" pages; $49.50 plus $3.00 shipping.

The CSX Keystone Subdivision: Operations on Today's Sand Patch Grade is a unique photographic guide to operations on this legendary segment of track west of Cumberland, Maryland, focusing on contemporary CSX Transportation action rather than its Baltimore & Ohio legacy. The book is broken down into ten chapters, with chapters one through four focusing on specific topics, while chapters five through ten are dedicated to six geographic track segments comprising Sand Patch and environs. There are also three appendixes that cover signal aspects, acknowledgments, and CSX corporate history.

Chapter one begins with an overview of train symbols and types of traffic handled on the Keystone Subdivision. Too often, rail-related publications skip or gloss over this subject, leaving the reader to forget about the railroad's *raison d'etre*. Chapter two focuses on helper operations and the challenges presented by mountain railroading in the Alleghenies. Chapter three documents foreign trains operating on the line, while chapter four provides a view of the human side of railroading from the interlocking tower perspective.

Chapter five begins the first of six chapters that are arranged in geographical order from east to west. Chapter five covers "The Speedway" from Cumberland to Hyndman. Chapter six features "The East Slope" from Hyndman to Sand Patch — the most famous and most photogenic (and certainly the most photographed) of the six segments. Four additional chapters detail the often overlooked trackage to the west. Chapter seven documents "The West Slope" from Sand Patch to Rockwood, along with three associated connecting branches. Chapter eight, titled "Tunnel Alley," focuses on the segment from Rockwood to Confluence. An often forgotten fact is that this portion of the line includes a short segment of single track — an area which, at times, becomes a train dispatcher's nightmare. Coverage is also given to the 45-mile S&C Subdivision which runs north from Rockwood to Johnstown. Chapter nine, "The Gorge," details the Confluence to Connellsville section, including coverage of Indian Creek Viaduct (made famous during the Baltimore & Ohio's halcyon days of passenger operations when the structure was featured on the china used in the railroad's dining cars). Chapter ten is titled "The River Line" and covers the segment from Connellsville to Sinns. Readers will note that this segment was originally part of the Western Subdivision until CSX restructured the Cumberland Division in 1994, extending the Keystone Subdivision beyond the traditional B&O terminus in Connellsville.

Overall, the book does an excellent job capturing the feel of the line. The text is presented in a coherent manner, and the only factual error that I noticed was on page 53 where the text reads "The operator at Sand Patch controls the main line east to Meyersdale," while Meyersdale is actually west of Sand Patch. Photo selection is generally good, with only a few exceptions. Two that I would have culled included a dark shot of train R381 on page 61 and a distorted shot of train D064 on page 62. The captions include lots of detailed information. The other oddity is that the book is issued without a dust jacket or any outside cover art — it comes with just a black cover with gold-leaf type. Presumably this is an economy move, but for a photo-oriented book, it seems an odd choice. All in all, though, this book is must-have for any CSX or Sand Patch fan. — *John P. Krattinger*

Atlantic Coast Line Passenger Service: The Postwar Years

By Larry Goolsby. From TLC Publishing, 1387 Winding Creek Lane, Lynchburg, VA 24530-3776. Hardcover, 144 8½"×11" pages; $26.95 plus $4.00 shipping. VA residents add 4.5% sales tax.

TLC has made a name for itself issuing a series of interesting, well-researched, modestly-priced, mostly black & white

books on topics that haven't received much coverage elsewhere, and that pattern continues here: While ACL's crack, New York-Florida streamliners *have* been documented elsewhere, this book goes beyond just looking at famous name trains like the *Champion*, *Florida Special*, *Havana Special* and *The Miamian*, in addition focusing significant attention on the ACL's branch line and local trains and equipment.

Passenger service, especially the lucrative New York-Florida market, played an important role on the ACL from the first *New York & Florida Special* of 1888, and that importance carries on today under Amtrak. (Although the surviving train names are from rival Seaboard Air Line's *Silver* fleet, Amtrak uses much former ACL trackage on the New York-Florida run and even calls its current timetable for the route "Atlantic Coast Service.")

The book opens with an historical overview of ACL passenger service, with many noteworthy photographs of both steam and diesel power, tracing the history leading up to the introduction of the line's first streamliner in 1939, the *Champion*, an answer to the SAL's *Silver Meteor* which had been streamlined earlier that year. From there, the post-war streamlining and modernization of the fleet are covered, with interesting sidebars titled "Two Hours at Callahan" and "A Day at Jacksonville" showing the tremendous volume of passenger service operated by ACL.

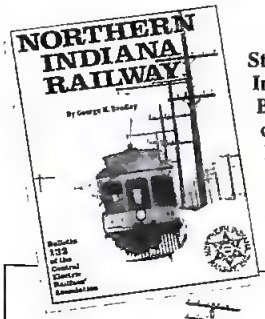
Even into the 1950s and '60s and, ultimately, the merger with Seaboard in 1967 to form Seaboard Coast Line, the ACL remained pro-passenger, frequently innovating and improving its flagship trains with new services and amenities when other railroads were attempting to bail out of the business. Details abound on this pro-passenger stance, with many examples of advertising and ample illustration of on-board services — such as the on-board fashion shows with models sporting the latest in beachwear.

The book next moves into a discussion of the ACL's local, connecting and mixed services, shedding much light on this seldom-covered topic. Also detailed here are special excursion trains for sporting events, conventions and even railfan groups. The next sections of the book provide excellent consist and roster detail on the ACL passenger fleet, finishing off with a short gallery of color photographs that show off the line's attractive paint scheme.

The author, who is involved in the ACL/SAL Historical Society, has clearly done his research, and has provided a top-notch effort that is sure to please anyone with an interest in the ACL in particular or passenger railroading in general. Layout and design are good, showing continued improved over some of the company's earlier efforts, with "digitizing" on a few of the photos the only notable flaw. Train advertising materials and timetable pages and covers are put to good graphic use as well. — *G.F.*

NORTHERN INDIANA RAILWAY

By George K. Bradley



Streetcars, interurbans and motor buses - the Northern Indiana Railway used them all to serve the greater South Bend area in the 1930's. Their fast interurban cars reached out to Benton Harbor, Michigan, as well as Goshen and Michigan City, Indiana. Author George K. Bradley explores the development and ultimate decline of this fascinating electric railway and the role it played in serving the communities clustered near Lake Michigan's southeastern shore.

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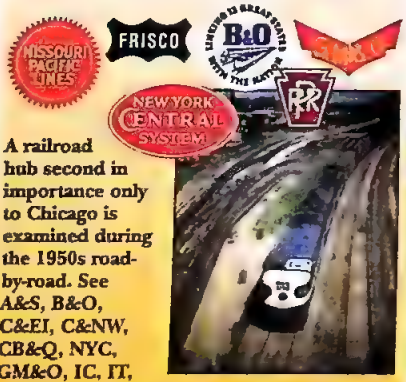

A railroad hub second in importance only to Chicago is examined during the 1950s road-by-road. See A&S, B&O, C&EI, C&NW, CB&Q, NYC, GM&O, IC, IT, MKT, Frisco, PRR, MP, Cotton Belt, TRRA, and Wabash when their first generation diesels gleamed in their newness. A little steam too!

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Frozen in Time:

Cuba's Sugar Cane Railroads – by Pierre Ozorak

PHOTOS: PIERRE OZORAK

WHILE modernization may be on the horizon for Cuba's main lines (see **page 42**), the island nation's sugar cane railroads — which make up about 4800 miles of trackage — remain frozen in time. Roughly half of the sugar cane mills still use steam power to haul their product. Canadian Pierre Ozorak paid a visit in March 1999, and found vintage equipment in daily use. In Pepito Tey, Central Pepito Tey 2-8-0 No.1348 hauls cane over a trestle on 30-inch gauge trackage on March 17, 1999 (**top**). Seen in Simon Bolivar, Cuba, on March 19th is the Cuban version of the Galloping Goose. The homemade rail-trucks are used for track maintenance (**above**). A trio of Baldwin 2-8-0s rest at Central Espartaco's roundhouse on March 18th, their fires temporarily dropped during a cane mill maintenance shutdown (**left**). Central Ifrain Alfonso runs two of the country's largest steam locomotives, a pair of 2-8-2s, including 1935-built Baldwin No.1850, seen hauling loads to mill on March 18th with 1925-built Alco-Brooks 2-8-2 No.1910 (**below**).

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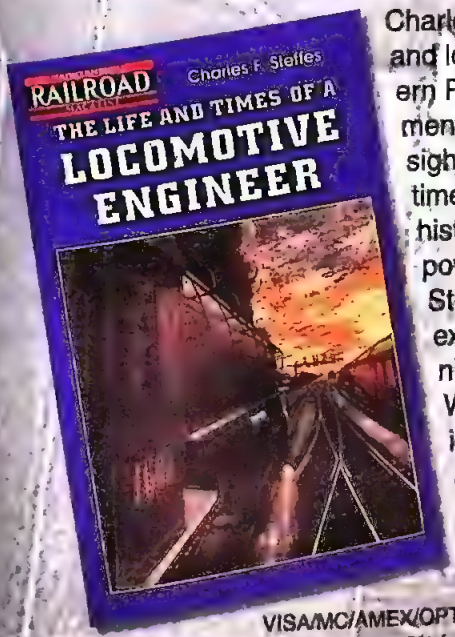

Charles Steffes worked as a fireman and locomotive engineer on the Southern Pacific from 1937 until his retirement in 1976. His humorous and insightful autobiography brings to life a time of transition on the rails — the historic change from vintage steam power to first generation diesels. Steffes details the glory days of this exciting era in railroading in California — before, during and after World War II. Attempting to enlist in the Seabees, Steffes discovered that the SP had gotten him an essential war deferment: See what it was like during the hectic war years as traffic grew heavier, and the changes wrought by diesel locomotives.

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Transit Currents

Light rail, transit and commuter rail news

Houston light rail

THE HOUSTON LIGHT RAIL SYSTEM should be up and running by 2004. It took many years, but the giant city on the Gulf is on the verge of having its first rail service in many years. The Metropolitan Transit Authority board has selected the route that the light rail service will operate upon.

The tracks are supposed to start just north of Interstate 10 and head south along Main Street. The double-tracked line will be in the center of the street, with the low-level stations between the north- and southbound tracks. The University of Houston downtown campus will be the first station. Five other stops will also serve downtown: stations will be sited between Franklin and Congress, Texas and Capitol, McKinney and Lamarr, Clay and Bell, and St. Joseph and the Pierce Elevated. In midtown there will be stops at McGowan, Houston Community College and between Wheeler and Blodgett. Continuing south on Main Street until a point just south of U.S. 59, the tracks will split, with the southbound track turning onto Fannin Street and operating along the curb. The northbound line will operate on San Jacinto Street, also along the curb. The separated lines will serve stops between Binz and Ewing. Coming together again at Hermann Park at a point where Fannin becomes a two-way street, there would be a Hermann Park stop that will provide service to the zoo, golf course, and the Miller outdoor theater.

Remaining in the center of Fannin, the tracks are to run south to the Texas Medical Center, where there would be stops at MacGregor, Dryden and the Medical Center transit center. From there the tracks are to turn onto Braeswood and then Greenbriar, stopping at the Smithlands parking structure, and then once again join Fannin Street. There would be stops at the Astrodome and on Fannin south of the 610 loop. A park-and-ride is proposed at this point.

Long-time readers will recall that the Houston rail project has had a very rocky history. The authority had already purchased rail cars in 1983 for a major rapid transit subway system; voters then soundly rejected a rail bond referendum. In 1988 Houston voters approved a Metro spending package including rail; however, Bob Lanier in his campaign for mayor promised to kill the rail project. When he won, the project was over for the rest of his administration. At the present time what Metro has proposed is a starter system, which is small enough not to require a bond referendum. The Metro board voted unanimously to endorse the rail system in September 1999; the Federal Transit Administration gave Metro the word in November that it had given its approval to begin the preliminary engineering work. Many thanks to Robert Terhune for the good news from Houston.

Minneapolis/St. Paul Hiawatha Line

There is a battle going on in Minnesota between Republicans in the House of the Minnesota legislature and Governor Ventura. Also engaged in the battle is the anti-light rail St. Paul press. The governor chews out the light rail opposition regularly on his Friday morning call-in show.

The Hiawatha line is supposed to run from Nicollet Mall in downtown Minneapolis down through the VA Medical Center, Fort Snelling and the airport, to the Mall of America in Bloomington. A major park-and-ride will be located at the Mall of America and at Fort Snelling. It is expected that the major traffic generators will be downtown Minneapolis, the University of Minnesota, the Minneapolis/St. Paul International Airport and the Mall of America. There will be a tunnel at the airport that will be 8300 feet long and will include a station. Another tunnel, this one 660 feet long, will take the line through Minnehaha Park.

My good friend George Isaacs writes that the restored PCC car that was once operated by Twin Cities Rapid Transit is now operating well on the Como-Harriet streetcar line. Twin Cities Rapid Transit PCC car No.322 was part of the first order of 40 such cars that TCRT received from the St. Louis Car Company in 1947. Restoration of No.322 took five years and was carried out at the Metro Transit Commission bus overhaul base. The car moved to the Linden Hills carbarn at Lake Harriet in 1997, where electrical work and the final restoration touches were carried out. The overall job took eight years, with the work of more than 50 volunteers. The total cost was under $50,000.

While you are in the Twin Cities on the way to Lake Wobegon, you can stop at the Como-Harriet streetcar line and ride No.322. For more information, write the Minnesota Transportation Museum, 193 Pennsylvania Ave. East, St. Paul, Minnesota 55101. Again, thanks to George Isaacs for the information.

L.A. Area: Blue and Orange

Douglas I. Duncan wrote me a fascinating letter about his streetcar and railroad riding adventures in Europe. While covering his visits to the tramways in Grenoble and Nantes in France, he also found time in his letter to inform me about some of the happenings in the Los Angeles area.

The blue note is that the heavily used Los Angeles Long Beach light rail Blue Line had more accidents involving pedestrians in

PLEASE SEND any light rail, transit and commuter rail news items or correspondence directly to Prof. George M. Smerk Institute for Urban Transportation, 825 E. 8th Street, Bloomington, IN 47408-3805.

by GEORGE M. SMERK

project moves ahead

the previous year than any other light rail system in California. Light rail in California had a total of 38 accidents and 14 occurred on the Blue Line. The Blue Line also had 31 accidents with motor vehicles in 1998. Are Angelinos more accident prone than other Californians? The Los Angeles County Metropolitan Transportation Authority has taken steps to try to reduce the accidents. Included are installation of warning signals and traffic gates at grade crossings and the placement of television cameras at major intersections to catch motorists driving around closed gates. Drivers making a left turn into the path of the train account for 47% of all accidents between light rail trains and motor vehicles.

The orange in the title refers to Orange County, which is proposing to construct the CenterLine light rail project. Proposed is a 28-mile, $1.5 billion line operating between Fullerton and Irvine, with one proposed alignment going directly to John Wayne airport.

The bad news is that of 551 registered Orange County voters polled, only 25% had heard of the light rail project. On a happier note, of those who knew of the project, 60% supported light rail in the county. Thanks to Douglas I. Duncan for the information.

TRAX off track

Four members of the Salt Lake City Council decided that it should halt negotiations on construction of the light rail line from downtown to the University of Utah. This position has been attacked from a number of directions, including the *Salt Lake Tribune*. The council was frustrated by many pressures on them to support various activities related to the light rail line, named TRAX, in Salt Lake City, and the rumble of threats of the loss of federal funds.

To counteract this negativism, Congressman Merrill Cook has suggested holding a referendum on commuter and light rail. He feels that this would easily get sufficient local support to send a message to Congress that the folks in Utah do want rail transit and that any hold-ups on money from the Feds should be forgotten. Thanks to Homer U. McDansie for the news.

Astoria Riverfront Trolley

Astoria, Oregon, is the present home of San Antonio car No.300, which was built in 1913 by the American Car Company of St. Louis. It ran in the city of San Antonio until 1933, when streetcar service in the Texas city ended. The car was given to the Witte Museum and fell into neglect. It was restored several times and eventually ran on the Willamette Shore Railway in Oregon. It was sent to Gales Creek for rehab and finally found a new home in Astoria.

The car is run on weekdays from 3:00 p.m. to 9:00 p.m. and on weekends from 10:00 a.m. to 9:00 p.m. Because No.300 is operated by volunteers, much depends on when people are available. The car runs west from the East End Mooring Basin at the foot of 36th Street and passes the Maritime Museum and the shops and restaurants on 14th, 11th and Sixth Streets. It eventually passes the Columbia House condominiums, the Maritime Memorial and ends up at the Astoria Red Lion Inn on Portaway Street.

While you are in the Northwest, a place to visit would be the Oregon Electric Railway Museum at Brooks, Oregon (P.O. Box 308, Lake Oswego, OR 97034). Some overhead wire has been installed and there is electric power in the wire. By the time you read this there should be several trolleys and electric locomotives moving under wire. Thanks to *The Transfer*, the bulletin of the OERHS.

Flashes

In **PORTLAND, OREGON,** significant progress is being made on construction of the Central City Streetcar that is to connect Portland State University with Good Samaritan Hospital. Progress is also occurring on extension of the light rail line from downtown Portland to the Portland International Airport. Major bridges over roadways have already been constructed. Thanks to Henry Korman for the news.

In Colorado, the **METROPOLITAN DENVER REGIONAL TRANSPORTATION DISTRICT** enjoyed a two-to-one margin from voters to approve construction of the 19.5-mile southeast light rail corridor. There was clearly strong support for the transit expansion. Reconstruction of Interstate 25 in the same corridor would be coordinated with the construction of the light rail line. No increase in taxes is required for the project; the RTD will issue $457 million in bonds to provide the local match.

From Steve Scalzo I learned that the **CHICAGO TRANSIT AUTHORITY** claims it is prepared for the bad weather that can infest Chicago in the wintertime. The 2600-series rail cars proved to be particularly vulnerable during the seriously bad winter weather of early 1999; 132 of the 2600-series cars have undergone a complete rehab. That means there are only 464 cars to go.

After suffering damage in the destruction by implosion of Hudson's department store in downtown Detroit, November 15, 1999, saw the **DETROIT PEOPLEMOVER** open once again. The 2.9-mile one-way loop the peoplemover operates has never come close to handling the traffic that it was designed for, which was about 40,000 a day. According to collected data, 11,000 riders a day was the all-time high. According to Ken Borg, on the great reopening day there were never more than six people aboard the two-car peoplemover train.

CALTRAIN, the rail commuter line that links San Jose with San Francisco, accepted delivery of the first of 20 new rail cars. These are gallery cars with double seats on the lower level and single seats above. They are similar to cars used by Metra in the Chicago area. The Caltrain cars were purchased through Sumitomo Corporation of America and were manufactured by Nippon Sharyu.

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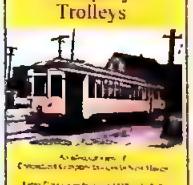

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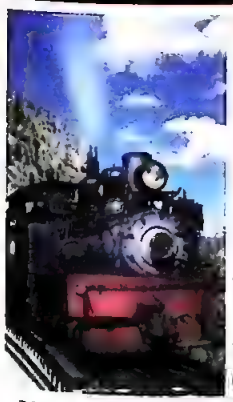
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Markers
Editorial commentary

Steam on BNSF, CPR and UP

THE BIG STEAM NEWS of the summer, at least in the United States, is the announcement that Southern Pacific 4-8-4 No.4449 will be powering *Employee Appreciation Specials* for Burlington Northern & Santa Fe in the Pacific Northwest. These trips were originally scheduled for 1999, but a downturn in the economy of that region of the country forced BNSF to postpone the EAS.

The schedule runs from July 8th through July 22, 2000, with the Daylight traveling through Washington and Idaho and briefly hitting British Columbia. Additional diesel-powered EAS trips will take place in Montana from July 24th through 28th.

These trips are for the benefit of BNSF employees and are not open to the general public. For those wishing to chase, here's the itinerary as it stands now: *July 8,* Vancouver, Washington, to Longview Junction round trip; *July 9,* Vancouver to Tacoma; *July 10,* Tacoma to Auburn round trip; *July 11,* Seattle to Everett round trip; *July 12,* Seattle to Auburn round trip and Seattle to Everett round trip; *July 13,* Seattle to Everett to Bellingham to New Westminster, British Columbia, one way; *July 14,* on display at New Westminster; *July 15,* New Westminster to White Rock, British Columbia, and Bellingham to Everett, Washington; *July 16,* Everett to Skykomish to Wenatchee one way; *July 17,* Wenatchee to Ephrata to Spokane one way; *July 18,* Spokane to Sandpoint, Idaho, round trip; *July 19,* on display at Spokane; *July 20,* Spokane to Ritzville to Pasco one way; *July 21,* Pasco to Yakima, round trip; *July 22,* Pasco to Wishram to Vancouver, Washington, one way.

The trainset (without the 4449) will then be ferried to Libby, Montana, and the following diesel-powered EAS trips are scheduled: *July 24,* Libby to Whitefish one way; *July 25,* Whitefish to Glacier one way; *July 26,* on display at Havre; *July 27,* Havre to Shelby round trip and *July 28,* Havre to Malta to Glasgow one way.

A couple of notes — the 4449 will likely be accompanied by a diesel for most of the trip. And it will be painted black.

Steam returns to the Canadian Pacific

"Canadian Pacific Railway today announced it is recreating the magic of the steam era of rail transportation by bringing a rare 1930 locomotive back into service."

With the above April 19, 2000, press release, CPR became the second North American Class I railroad to sponsor a corporate steam program (joining Union Pacific). The 1930 locomotive mentioned in the press release is No.2816, a non-streamlined Hudson repatriated from Steamtown National Historic Site in 1998. CPR president and CEO Rob Ritchie said, "This project is not about restoring a museum piece, it is about educating people in North America about the CPR today and what rail is doing to build a better future for all of us."

No.2816 is undergoing restoration at BC Rail's North Vancouver, British Columbia, steam shop, home to another CPR 4-6-4 — Royal Hudson 2860. According to the press release, the locomotive will be formally unveiled in Calgary, Alberta, in September, and make community outreach runs during September and October. There is the possibility of a more extensive schedule for 2001, perhaps in conjunction with CPR's new luxury train service in the Canadian Rockies. Stay tuned.

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Union Pacific steam

In addition to SP 4449's multi-day trek across the Pacific Northwest, another large steam locomotive will be busy on a long-distance trip. Union Pacific Challenger 3985 will be attending the Republican National Convention in Los Angeles in August. The tentative schedule is: *July 30,* Cheyenne, Wyoming, to Rock Springs; *July 31,* Rock Springs to Ogden, Utah; *August 2,* Salt Lake City to Milford, Utah; *August 3,* Milford to Las Vegas, Nevada; *August 5,* Las Vegas to Yermo, California; and *August 6,* Yermo to Los Angeles. The return trip is: *August 20,* Los Angeles to Yermo; *August 21,* Yermo to Las Vegas; *August 23,* Las Vegas to Milford; *August 24,* Milford to Ogden; *August 26,* Salt Lake City to Rock Springs; and *August 27,* Rock Springs to Cheyenne.

Additionally, the Challenger is scheduled to power the annual *Denver Post* trip from Denver to Cheynne's Frontier Days on July 22nd. Tentatively, look for a ferry move from Cheyenne to Denver on July 21st and a return ferry move on July 23rd. Finally, the first steam-powered Sherman Hill trip in several years is scheduled out of Cheyenne on July 15th as part of the Union Pacific Historical Society's annual convention. There was a time when these Cheyenne-to-Laramie photo spectaculars were a semi-annual event.

Other steam news

Just as you are getting this issue, the St. Louis Steam Train Association's Frisco 4-8-2 1522 should be making its way to Galesburg Railroad Days in Illinois. The tentative schedule calls for 1522 to head to Galesburg from St. Louis on June 19-20 and return on June 26-27, overnighting in West Quincy, Missouri, both ways. At the moment this is 1522's only scheduled outing for 2000.

Milwaukee Road 4-8-4 261 is scheduled to power an AAPRCO Convention special from Minneapolis to Duluth, Minnesota, on August 29th. The trip will travel over BNSF from Minneapolis to Steelton, then over the

Next Month

Coming up in....

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TOM KELCEC

• **RUNNING A DAYLIGHT:** With SP Daylight No.4449 about to pull a series of BNSF employee specials, Tom Kelcec takes us behind the scenes for a detailed account of maintaining and running the big 4-8-4.

• **TRACKING THE LAST PASSENGER UNITS:** Dan Munson finds a number of locomotives originally built for passenger service still active hauling freight and business trains. Look for F's, E's, FP45s and more!

DAN MUNSON

AUGUST 2000 ISSUE ON SALE JULY 1

Next month

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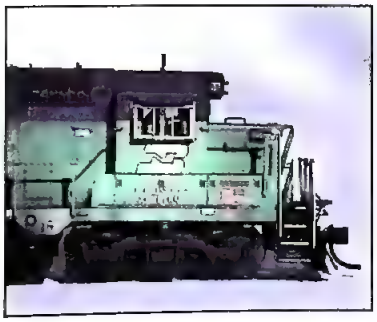

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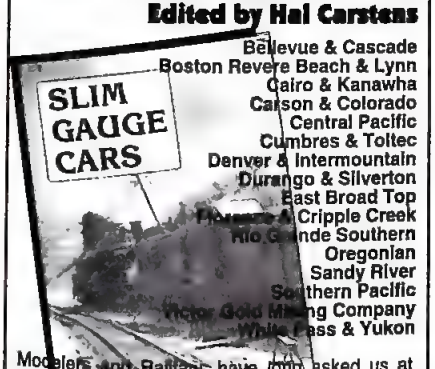

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Duluth, Missabe & Iron Range for the balance of the trip. And looking ahead to the fall, we find Soo Line 4-6-2 2719 heading from Hixton to Dodge, Wisconsin, on a pair of round trips October 7th and 8th.

About that black SP 4449 . . .

The attitude of Doyle McCormack and his dedicated crew of caretakers for SP 4449 is, since BNSF is footing the bill for the multi-day Employee Appreciation Specials, the railroad can paint the locomotive any way it wants. And while a modified "Heritage I" scheme (like on the first BNSF diesels) was considered, the final decision is to paint the Daylight black. Why not leave it in SP paint? BNSF really doesn't want to be showing off the colors of one of their competitor's predecessor roads. And BNSF really isn't the "bad guy" in all this, as some on the Internet who can't see the big picture are grumbling — after all, they allowed the 4-8-4 to run in full SP paint for excursions in 1997 and 1998 and for the Railfair '99 ferry move. But this time it's different — the EAS trips are a corporate-sponsored event.

Sure, I like the Daylight paint. In fact, it may be my favorite scheme on any excursion engine running today. But I don't mind that 4449 will be black — after all, SP GS4s ran regularly in black. For me, a black GS4 means a completely "new" steam locomotive to photograph and an excuse to get back out West. And, thanks to BNSF, it *will* be running. Now if I can work out the timing to hit a black GS4 and a CPR Hudson in the same trip . . .

Steve

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